Administration Report on the Railways in India for the years 1906 & 1907

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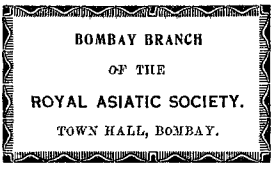

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

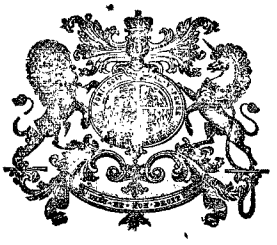
FOR THE

Calendar year 1906

BY

134561

THE RAILWAY BOARD.



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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

THE CALENDAR YEAR 1906.

General.

The Railway Board have included, in this report, for the first time, as Appendix 38-A, a statement of railway and tramway projects, corrected up to the 31st December 1906, with a map illustrating the projects, in substitution of the "Histories of Railway Projects, including Tramways, corrected up to the 30th June," which has hitherto been issued as a separate publication. The object in view in making the change is to provide in one volume for facility of reference all the information of interest to the general public and to possible promoters of railway projects in connection with the investment of capital in, and the working of, Indian railways.

Two other new appendices, *viz.*, 25-A, showing the number of *trains* provided with means of communication throughout between passengers and guards and drivers, and 25-B, showing the number of *carriages* similarly fitted, have also been added to the report.

Appendix No. 4 showing details of the mileage under construction or sanctioned has been reintroduced.

For facility of reference the maps and diagram accompanying the report have been placed in a pocket at the end of the report, instead of being stitched into it as before.

Mileage.

2. During the year 1906, 792 miles of line were opened to traffic, bringing the total mileage open up to 29,097 miles of the following gauges:—

15,548	of	5′ 6″	gauge (standard).
12,149	„	3′ 3⅜″	„ (metre).
1,071	„	2′ 6″	„ (special).
329	„	2′ 0″	„
29,097			

There were 981 miles of line sanctioned during the year—

799	of	5′ 6″	gauge (standard).
182	„	3′ 3⅜″	„ (metre).
...	„	2′ 6″	„ (special).
...	„	2′ 0″	„
981			

Up to the end of March 1907 the mileages were—

Lines open	29,303
Lines under construction and sanctioned	3,150

Capital.

3. The actual capital outlay (excluding premia for the purchase of companies' lines) from the commencement, on all open lines and lines partly open, amounted at the close of the calendar year 1906 to Rs. 37,920·73 lakhs, and that on lines wholly under construction to Rs. 496·46 lakhs. In addition Rs. 96·63 lakhs were incurred on miscellaneous items (English stores, etc.) connected with railways. The total outlay amounted to Rs. 38,513·82 lakhs, as detailed in Appendix 8.

4. All sanctions for expenditure are given with reference to the official year, and

the sum of Rs. 1,350 lakhs (£ 9,000,000) has been provided for 1907-1908 divided as under:—

	Rs. Lakhs.
(a) For open lines, including Rs. 568 lakhs for rolling-stock	1,013·24
(b) For lines already under construction—	
(i) begun prior to 1906-1907	267·93
(ii) begun during 1906-1907	68·83
(c) For lines to be begun in 1907-1908	...
TOTAL	1,350·00

Rolling-stock and safety appliances.

5. In 1906, 230 engines, 791 coaches and 4,316 wagons were added to the rolling-stock of the railways, and there are under supply 414 engines, 1,797 coaches and 8,733 wagons.

Subsequent to the 31st December 1906 the provision of 65 engines, 144 coaches and 2,888 wagons has, in addition, been authorized.

6. Four hundred and three engines, 990 coaches and 2,460 wagons were fitted with automatic brakes, bringing the total number so fitted at the close of the year up to 3,419 engines, 12,191 coaches and 6,258 wagons, as against 2,626 engines, 8,862 coaches and 109,078 wagons not fitted.

7. One thousand three hundred and nine vehicles were fitted for gas and electricity, making the total number so fitted at the close of the year 11,739, as compared with 6,784 not fitted. The number fitted for gas was 10,204 and for electricity 1,535.

8. Means of communication between passengers and guards and drivers are fitted to many fast trains, both State and Company, and their more extended use is being pressed on all lines. Appendices 25-A and 25-B show the number and class of trains and carriages on certain railways which are so fitted.

9. One hundred and nineteen stations were fitted with apparatus for interlocking points and signals, and 200 with automatic instruments for signalling trains between stations.

Statistical results of working.

10. With an addition of 792 miles to the open mileage, the gross earnings of all Indian railways during the calendar year 1906 amounted in round figures to Rs. 4,411·73 lakhs, compared with Rs. 4,168·09 lakhs in 1905, an increase of Rs. 243·64 lakhs. Of the increase in the gross earnings, Rs. 206·74 lakhs were absorbed in additional working expenses. The net earnings amounted to Rs. 2,210·99 lakhs, against Rs. 2,174·09 lakhs in 1905, or an increase of Rs. 36·90 lakhs. These net earnings yielded a return on the Capital outlay (Rs. 37,920·73 lakhs) on open lines and lines partly open of 5·83 per cent., as compared with 5·92 in 1905.

Of the increase of Rs. 243·64 lakhs in the gross receipts, the East Indian railway earned Rs. 46·61 lakhs or 19 per cent., the North Western (State) and Eastern Bengal (State) railways Rs. 43·63 lakhs, and 43·34 lakhs, respectively, or 18 per cent. each, and the remainder was contributed principally by the Bengal-Nagpur, Bengal and North-Western, Great Indian Peninsula and Oudh and Rohilkhand (State) railways.

The development of passenger traffic, noticed in the last report, continued during the year under review, and a larger number of pilgrims, native marriage parties, visitors to fairs, etc., was carried by railway. The visit to India of Their Royal Highnesses the Prince and Princess of Wales and the holding at Calcutta of an Industrial Exhibition also contributed to this development. The total number of passengers carried was 271·06 millions against 248·16 millions, and the earnings therefrom amounted to Rs. 1,368·31 lakhs against Rs. 1,273·83 lakhs. The number of third class passengers carried was more by 20·98 millions and the earnings therefrom by Rs. 84·72 lakhs. The other classes also showed satisfactory increases. Of the increase of Rs. 94·48 lakhs in the passenger receipts, the East Indian railway earned Rs. 14·47 lakhs or 15 per cent., and the remainder was contributed principally by the Great Indian Peninsula, North Western (State), Eastern Bengal (State), Bengal-Nagpur, Oudh and Rohilkhand (State) and Rajputana-Malwa railways.

The average rate charged to passengers of all classes was 2·46 pies per mile, just over ¼th of a penny, and the average distance travelled was about 40 miles. There have been no material fluctuations in these figures since 1884.

The aggregate tonnage of goods lifted during the year 1906 was 58·87 million tons and the earnings therefrom were Rs. 2,759·69 lakhs, an improvement

over the previous year of 3·93 million tons and Rs. 138·98 lakhs. Of the increase in the goods receipts the East Indian railway earned Rs. 35·11 lakhs or 25 per cent., the North Western (State) railway earned Rs. 28·81 lakhs or 21 per cent., and the remainder was contributed principally by the Eastern Bengal (State), Bengal-Nagpur, Bengal and North-Western and Bombay, Baroda and Central India railways.

The total weight of the traffic in "Grain and pulse", "Cotton, raw and manufactured", "Coal", "Oil-seeds", "Sugar", "Salt", and "Jute" during the year 1906 amounted to 30·95 million tons and the earnings therefrom to Rs. 1,777·04 lakhs, against 28·78 million tons and Rs. 1,712·68 lakhs, respectively, in the previous year. The traffic in these commodities amounted during the year 1906 to 70·27 per cent. in weight and 68·90 per cent. in earnings of the total traffic carried for the public, against 70·63 per cent. and 70·13 per cent., respectively, in the previous year.

There was a large increase of 995 thousand tons and Rs. 47·76 lakhs in the grain and pulse (other than wheat) traffic, attributable chiefly to the larger movements of grains owing to scarcity prevailing in Eastern Bengal and Assam. There were also increases of 276 thousand tons, and Rs. 36·14 lakhs under sugar, due to heavier imports of foreign sugar at Calcutta and Karachi, and of 502 thousand tons and Rs. 26·83 lakhs under metal, due to larger consignments of machinery, etc., booked from Bombay to up-country stations and to heavier despatches of manganese and other ores. The wheat traffic, however, showed a falling off of 314 thousand tons and Rs. 46·34 lakhs, due to decreased bookings to Karachi for export to Europe, and the raw cotton traffic of 107 thousand tons and 28·61 lakhs, due to smaller bookings to Bombay, owing to the partial failure of crops up-country.

Coal.—During the year 1906 the total output from the collieries in India and Burma amounted, as shown in Appendix 28, to 9·26 million tons, against 8·42 million tons in 1905. The exports of Indian coal to Indian ports, principally from Calcutta to Bombay, Karachi and Madras, rose from 1·64 million tons to 1·83 million tons or by 196 thousand tons, and those to ports outside India, including Burma, principally from Calcutta to Rangoon and Ceylon, from 1,144·68 thousand tons to 1,394·73 thousand tons or by 250·05 thousand tons. The imports of coal from the United Kingdom increased from 147·76 thousand tons to 199·21 thousand tons or by 51·45 thousand tons, while those from other countries decreased from 50·02 thousand tons to 27·15 thousand tons or by 22·87 thousand tons.

The total quantity of Indian coal consumed by railways during the year 1906 increased, as shown in Appendix 27, from 2·67 million tons to 2·88 million tons or by 210 thousand tons, and the amount of foreign coal consumed from 18·23 thousand tons to 37·28 thousand tons.

The improvement in the traffic in coal carried by railways was due principally to the increase of 483·56 thousand tons and Rs. 16·69 lakhs recorded by the Bengal-Nagpur railway, owing to heavier traffic from the Sanctoria and Jharia coal-fields to Calcutta for shipment. On the East Indian railway the quantity carried increased by 342·46 thousand tons and the earnings by Rs. 13·81 lakhs, due to larger despatches for foreign railways and for private factories.

The average rate for all descriptions of goods carried per ton per mile was 5·42 pies as compared with 5·19 pies in 1905, or just under ½ penny, while the average distance over which a ton of goods was carried was 166 miles against 177 miles in the previous year.

The additional mileage worked, the larger traffic handled and the increase in the train-mileage run necessitated a corresponding increase in the working expenses. Large sums were also expended by the principal railways in renewing their permanent-way and rolling-stock, and in strengthening bridges, and as a consequence the railways were worked during 1906 at 49·88 per cent. of gross earnings, against 47·84 per cent. in the previous year.

Financial results to the State.

11. The financial result of the working of the State and Guaranteed railways for the year 1906 was a net gain to the State of 247·52 lakhs of rupees, after meeting, in addition to the expenses of working, all charges for interest on Capital outlay by the State and on Capital raised by Companies, and also the annuity payments for railways purchased by the State, including both interest and the portion that represents redemption of Capital. This is the seventh year in succession in which there has been a surplus.

In the subjoined table, which gives details of the charges against Revenue for the year 1906 in comparison with the two preceding years, the ordinary interest

charges are first deducted, and, on this basis, *i.e.*, after excluding the portion of the annuity payments representing redemption of Capital, Rs. 101·66 lakhs, the surplus to the State for the year 1906 amounts to Rs. 349·18 lakhs. It is to be noted that even this understates the real surplus derived from the railways open to traffic, as the interest charges include the interest on outlay on lines under construction, which, if these lines were being constructed by private enterprise, would be charged to the Capital account.

	1904.			1905.			1906.		
	State railways.	Guaranteed railways. *(Madras and Bombay, Baroda and Central India.)*	Total.	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.
REVENUE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross traffic receipts.—State railways	32,91,95,009	...	32,91,95,009	34,40,08,309	...	34,40,08,309	38,24,19,293	...	38,24,19,293
Gross traffic earnings.—Guaranteed railways	...	3,15,88,927	3,15,88,927	...	3,32,99,021	3,32,99,021	...	†1,63,31,871	1,63,31,871
Repayment of advances of interest.—Subsidized railways	7,22,765	...	7,22,765	6,41,787	...	6,41,787	8,99,164	...	8,99,164
TOTAL REVENUE	32,99,17,774	3,15,88,927	36,15,06,701	34,46,50,096	3,32,99,021	37,79,49,117	38,33,09,457	1,63,31,871	39,96,40,328
EXPENDITURE.									
Working Expenses.—State railways	15,52,02,601	...	15,52,02,601	16,68,14,272	...	16,68,14,272	18,90,38,725	...	18,90,38,725
Working expenses.—Guaranteed railways	...	1,59,28,480	1,59,28,480	...	1,65,39,840	1,65,39,840	...	†1,04,84,669	1,04,84,669
Share of surplus profits paid to Companies, etc.	46,09,966	18,91,136	65,01,102	49,06,903	26,03,049	75,09,952	55,71,641	*9,05,249	64,76,892
Land and Supervision charges.—Guaranteed railways	...	*—1,18,321*	*—1,18,321*	...	5,86,466	5,86,466	...	*—4,02,066*	*—4,02,066*
Land and subsidy charges	7,59,615	...	7,59,615	4,51,931	...	4,51,931	5,82,916	...	5,82,916
Miscellaneous railway expenditure	8,73,905	...	8,73,905	*—2,48,051*	...	*—2,48,051*	7,29,781	...	7,29,781
Total expenditure	16,14,45,087	1,77,01,295	17,91,46,382	17,19,30,055	1,97,29,355	19,16,59,410	19,59,23,063	1,09,87,851	20,69,10,917
Net Revenue	16,84,72,687	1,38,87,632	18,23,60,319	17,27,20,041	1,35,69,666	18,62,89,707	18,73,85,391	53,44,020	19,27,29,411
ORDINARY INTEREST CHARGES.									
Interest on Capital outlay.—State Railways	5,17,94,417	...	5,17,94,417	5,46,09,721	...	5,46,09,721	6,08,63,496	...	6,08,63,496
Interest on debt for purchase of railways	1,77,75,682	...	1,77,75,682	1,71,45,255	...	1,71,45,255	2,19,70,715	...	2,19,70,715
Interest on advances of Capital to Companies	65,22,658	...	65,22,658	73,38,124	...	73,38,124	75,33,954	...	75,33,954
Interest on Capital raised by Companies	1,88,06,943	...	1,88,06,943	1,95,36,392	...	1,95,36,392	2,06,46,584	...	2,06,46,584
Portion of annuities in purchase of railways representing interest on Capital	3,53,19,735	...	3,53,19,735	3,53,61,300	...	3,53,61,300	3,59,87,916	...	3,59,87,916
Interest on Capital of Guaranteed Companies	...	1,60,16,970	1,60,16,970	...	1,60,85,806	1,60,85,806	...	†1,17,08,570	1,17,08,570
Total Interest	13,05,19,335	1,60,16,970	14,65,36,305	13,39,90,792	1,60,85,806	15,00,76,598	14,61,72,665	1,17,08,570	15,78,11,235
Surplus of net Revenue over Interest	3,79,53,352	*—21,29,338*	3,58,24,014	3,87,29,249	*—25,16,140*	3,62,13,109	4,12,32,726	*—63,64,550*	3,49,18,176
Portion of annuity payments representing redemption of Capital also charged against Revenue	95,01,780	...	95,01,780	98,28,285	...	98,28,285	1,01,66,475	...	1,01,66,475
Actual net gain +, or loss—	+2,84,51,572	*—21,29,338*	+2,63,22,234	+2,89,00,964	*—25,16,140*	+2,63,84,824	3,11,16,251	*—63,64,550*	2,47,51,701

* Includes the following sums adjusted in connection with the Bombay, Baroda and Central India Railway which became a State line with effect from 1st January 1906 :—

	Rs		Rs.
Gross traffic earnings	13,79,525	Surplus profits ...	7,80,248
Working expenses	15,71,816		
Net receipts ...	—2,42,291		

* † Includes interest on the Bombay, Baroda and Central India Railway Capital amounting to £244,790=Rs. 36,71,850

12. As regards an account of the Capital liability in connection with railways owned by the State, there are some complications in stating the amount, owing to the fact that, in the case of some of the lines taken over, the purchase price is being paid by means of annuities. In these cases it seems correct to deduct from the original commuted Capital at which the lines were taken over, the amount redeemed by annuity payments up to date. On this basis the subjoined table shows the Capital liability at the end of 1906 on account of all railways classed as State railways; the State outlay, as recorded in rupees in the accounts being converted into sterling at the rate of Rs. 15=£1. The total Capital amounts to £273·12 millions (the details by railways being shown in Appendix 9); and on this the net revenues of the State railways for 1906, £12·49 millions, give a return of 4·57 per cent. The Capital of the Madras (old Guaranteed) railway amounts to £12·65 millions and on this the net earnings of the railway for 1906, £424·44 thousands, give a return of 3·36 per cent.

Capital liability on account of railways classed as State railways at end of 1906.

	£	£
1. Share Capital of purchased railways being paid off by annuities :—		
Commuted value of stock purchased	85,010,259	
Deduct—		
Commuted Capital representing annuities which were purchased by creation of debt (liability included under item 3)	12,754,190	
New stock of the Great Indian Peninsula railway exchanged for portion of annuity (liability included under item 5)	1,750,000	
Capital redeemed by annuity payments ...	5,814,182	
	20,318,372	
Net outstanding		64,691,887
2. State outlay		102,280,494
3. Debt incurred for purchase of railways		47,067,298
4. Capital advanced by Government to Companies		16,011,377
5. Capital raised by Companies on the Secretary of State's guarantee (including overdrafts of Capital)		43,069,746
TOTAL CAPITAL LIABILITY		273,120,802

Capital liability on account of Guaranteed railways at end of 1906.

Capital raised on the Secretary of State's guarantee, including overdrafts :—	£
Madras railway	12,647,953

Rates and fares.

COACHING.

13. *The Bengal-Nagpur railway* introduced "week-end" return tickets at single fares from Howrah to all stations, and from certain principal stations to Howrah. The Company also reduced from 2½ to 1½ pies per mile the return 3rd class fare for coolies from stations between Chattipur and Vizagapatam on the Khargpur-Waltair section to Howrah, to encourage the emigration to Calcutta of unskilled labour, and made the same reduction in the lowest class fare over the Parlakimedi Light railway to attract to the railway passengers who, it was noticed, continued to walk in large numbers.

The East Indian railway issued 3rd class return tickets at 1½ fares to *bonâ fide* exhibitors, artizans and agriculturists, etc., attending the Indian Industrial Exhibition held in Calcutta, and return tickets of all classes for a single fare to visitors to the Exhibition from suburban stations, Burdwan and below, to Howrah. To

facilitate the supply of cooly labour to the tea gardens in Assam, the 3rd class fares between *viâ* Naihati and all stations distant 100 miles and over from Naihati junction were reduced to $1\frac{1}{2}$ pies per mile, for traffic to and from Chandpur and stations *viâ*, and return journey tickets between stations on the Bengal Dooars and Bengal-Nagpur railways were issued to coolies employed in the tea gardens situate in the Dooars, at the reduced charge of $1\frac{3}{4}$ fares for the double journey between *viâ* Sahebgunge and Asansol and *viâ*. Third class return tickets at $1\frac{1}{2}$ fares for the double journey were issued during the year to pilgrims and visitors attending *melas* and fares, with a view to attracting to the railway those who continued to use the road.

GOODS.

14. *Coal, coke and patent fuel.*—Revised rates for the carriage of coal, coke and patent fuel, based on the reduced minima and conditions mentioned in paragraph 13 of the Administration Report on the Railways in India for 1905, were introduced in November 1906 on the *North Western, Oudh and Rohilkhand, Eastern Bengal (State), East Indian, Bengal-Nagpur, Bombay, Baroda and Central India, and Great Indian Peninsula railways.*

Concessions on goods to and from Persia.—To develop traffic by the Quetta-Nushki route, the *North Western (State) railway*, with effect from the 15th April, allowed rebate of $\frac{3}{5}$rds of the actual freight paid on all goods to and from Persia, *viâ* Seistan booked from or to Quetta or Nushki.

Famine traffic.—In consequence of the scarcity of fodder in the Punjab the *East Indian railway* quoted a reduced wagon rate of 2 annas a mile for fodder and forage for stations *viâ* Delhi. For a similar reason the *North Western (State) railway* quoted, between January and July, special reduced rates of 2 annas and 4 annas per mile for ordinary and bogie wagon loads, respectively, for the carriage of *bhoosa* and other fodder over certain sections. Special reduced rates were also quoted by the *Bombay, Baroda and Central India, Gwalior Light, Jodhpur-Bikaner and Oudh and Rohilkhand (State) railways.*

The upward rates for edible grains from Howrah to stations between Chunar and Delhi were reduced, in order to help the movement of food grains from Bengal to the United Provinces where there was a scarcity.

Port to port rates between Madras and Mormugao.—An agreement was come to between the Nizam's Guaranteed State, Southern Mahratta, Madras and Great Indian Peninsula railways on the subject of the port to port rates between Madras and Mormugao.

The *Bombay, Baroda and Central India railway* introduced an all-round terminal charge of 3 pies per maund, at both despatching and receiving stations, in lieu of the various terminal charges previously existing.

With effect from the 1st December 1906 the scale of class goods rates on the Bikaner section of the *Jodhpur-Bikaner railway* was reduced to the same level as that in force on the Jodhpur section.

On the *South Indian railway* owing to the minimum rate of $\frac{1}{10}$th pie per maund per mile for rice and paddy carried for distances over 350 miles, introduced experimentally in November 1903, having proved successful in opening up and developing new long-lead traffic, the same rate was applied from 1st August 1906 to grain of all kinds.

The *Kalka-Simla railway* made several reductions in goods rates, chiefly for grains, iron and special class goods, in order to draw to the railway the traffic which still continued to use the cart road.

Important measures and events.

15. *Construction of railways in Native States.*—Proposals have been received from the Patiala State for raising capital for the construction of the Patiala-Jakhal railway. The matter is under the consideration of the Government of India.

Communication between passengers and the guard and driver of a train.—The provision of an effective means of communication between passengers and the guard and driver being a matter that seriously affects the safety of the travelling

public, orders were issued by the Railway Board for the adoption on all railways in India of the type of communication now in general use in England. The North Western, Oudh and Rohilkhand and Eastern Bengal (State) railways were instructed to at once provide this means of communication on new and rebuilt stock, and to fit the communication to the existing stock of all classes as rapidly as possible. The work of fitting the existing carriages of companies' railways is, with certain exceptions, required to be completed within two years from the date of the order.

Signalling and interlocking.—Rules for the design and inspection of signalling and interlocking have been compiled and circulated to railway authorities for adoption as a guide to manufacturers in meeting the requirements of railway administrations and to Government Inspectors in passing signalling and interlocking installations put up to ensure safety to traffic. The rules have been included amongst those for the inspection of railways prior to opening.

Revision of the General Rules for working open lines of railway in British India administered by the Government.—The advance in signalling and block working on railways in India necessitated a revision of Part I of the General Rules for working open lines of railways. The work was entrusted to a special Committee composed of officers of the Traffic, Locomotive and Engineering Departments, and a Signal Engineer. The rules framed by this Committee were considered by the Government of India and circulated to railways, and, as a result, a further revised draft was circulated and subsequently placed before the Indian Railway Conference Association for their consideration and recommendations. The recommendations of the Conference having been considered by the Railway Board and the Government of India, a complete and revised set of General Rules was framed and issued in September 1906. The revised rules were to be brought into force on the 1st January 1907, but on the recommendation of the Indian Railway Conference Association, the date of their introduction has been postponed to the 1st July 1907.

Revision of Risk Note forms B. and H.—The object of the revision is to impose a larger measure of liability on railways than exists at present. Revised forms, drawn up under legal advice and accepted by the Indian Railway Conference Association, have, since the close of the year, been sanctioned by the Government of India and published for general information.

Acceleration of the delivery of the Foreign mails in the Punjab.—For the conveyance of the foreign mails a combined postal and passenger train is run every week from Bombay to Umballa. Sanction has been accorded to the extension of the special direct to Lahore, and to the running, when necessary, of a special from Lahore to Jhelum or Rawalpindi. The introduction of the latter service was made with a view to giving a more regular and earlier postal delivery to important places in the Punjab north of Lahore and to the North-West Frontier Province, where the delivery of the inward foreign mails will be accelerated by from 6 to 24 hours.

Rent for telegraph instruments and wires supplied to railways by the Government Telegraph Department.—The period of five years for which it was ordered that an all-round rate of Rs. 4-8 per instrument per mensem should be charged for the rent of telegraph instruments supplied to railways by the Indian Telegraph Department having expired on the 31st December 1905, the Government of India decided in May 1906 that, with effect from 1st January 1906, the rate of Rs. 4-8 per instrument per mensem should continue to be charged for a further period of one year. It has been arranged that the whole question of telegraph rent and maintenance charges shall be discussed by the Director General of Telegraphs and the Accountant General, Public Works Department, at a meeting with the representatives of the Indian Railway Conference Association. The latter will then formulate and submit definite proposals on the subject.

Replacement of the Government Telegraph Department instruments on the East Indian railway by the Company's stock.—On the East Indian railway, the Company have fixed and are now working their own telegraph instruments at stations between Burdwan and Kiul, and are gradually doing so throughout the line, in replacement of instruments hired from the Government Telegraph Department. Telephone instruments are also being provided at all stations to facilitate train working.

Adoption of British standard sections of rails.—The attention of the Government of India having been drawn to the very great variety of rail sections that have been brought into use on Indian railways and the great inconvenience that frequently results from the existence of this diversity, the Railway Board decided in 1905 that the British standard sections of flat-footed rails weighing from 20 lbs to 100 lbs per yard, which have been approved by the Engineering Standards Committee in England, should be definitely adopted on all State-worked railways, and that sections of the same standards for bull-headed rails should also be adopted after the Standards Committee had been consulted about certain modifications in the fishing angle to suit the requirements of Indian railways. The Railway Board, in circulating their decision as to the adoption of the British standard sections of flat-footed rails on State-worked railways, desired that all Indian railways should also adopt them.

Supply of wooden sleepers.—Difficulty having been experienced in meeting, at a reasonable cost, the demands of railways in India for timber sleepers from the forests in India, Mr. Adam, Executive Engineer, State Railway Department, was deputed in 1904 to investigate the question of the supply of sleepers from Australia. His preliminary report was submitted in 1905, and since then his final report has been received on the production in Australia of wood for sleeper purposes. Under instructions from the Railway Board tenders are invited for all kinds of Indian and Australian sleepers for use on State railways, both for open lines and lines under construction.

Incidence of cost of junction works.—The Railway Board have formulated rules to govern the incidence of cost of junction works necessitated by the construction of new railway lines connecting with existing railways.

Electrification of the Nilgiri railway and the Coonoor-Ootacamund extension thereof.—A scheme for working both this railway and extension by electricity has been investigated. The estimate is under consideration.

Indian Railway Conference Association.—A meeting of the Indian Railway Conference Association was held in Calcutta from the 12th to the 17th January 1906, and another in Simla from the 8th to the 24th October 1906.

Strikes.—During the year strikes occurred on the East Indian and the Eastern Bengal (State) railways principally among the subordinate staff. It was, however, possible by special arrangements to carry on the traffic without serious interruption.

Determination of the Southern Mahratta Railway Company's contract.—The Secretary of State served the Company in England, on the 21st of June 1906, with formal notice of his intention to determine, on the 30th June 1907, the contract of the 1st June 1882 and all contracts supplemental thereto.

Contracts executed for the construction and working of railways.—In the Administration Report on the railways in India for the year 1905, reference was made to the determination, by purchase of the Company's line, of the then existing contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company, and to the temporary working by the Company of the whole of the Bombay, Baroda and Central India railway system, with effect from the 1st January 1906, under an indenture dated the 27th December 1905. In June 1906, an agreement was reached regarding the main conditions forming the basis of a new contract to run for a term of 25 years for the working, by the Company, of the Bombay, Baroda and Central India and Rajputana-Malwa railway systems, subject to the condition that, if on the opening throughout of the Nagda-Muttra railway the working is entrusted to the Company, the Secretary of State shall be at liberty to resume the working of the Rajputana-Malwa railway. This new contract will, when executed, supersede the temporary arrangements embodied in the contract of 27th December 1905.

On the representations of the Delhi-Umballa-Kalka Railway Company it was decided to purchase the Kalka-Simla railway. The purchase of the line by the State was effected from 1st January 1906, and the line was worked under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western (State) railway administration with effect from the 1st January 1907.

On the 27th January 1906, the Rohilkund and Kumaon Railway Company purchased from Government, at cost price, and took over the working of the Kasganj-Soron branch of the Rajputana-Malwa State railway, in terms of an indenture made on the 15th July 1904 between the Secretary of State and the Company.

A consolidated agreement, dated 2nd February 1906, was entered into between the Government of India and His Highness the Maharaja of Kashmir and Jammu, in place of the four agreements which previously existed for the construction and working of the Jammu-Kashmir State railway. The agreement is for a period of five years from 1st January 1903, and is terminable thereafter on six months' notice by either side.

In June 1906, sanction was accorded by Government to the continuance during the year 1906 of the revised agreement, dated 24th January 1905, between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company, for the working of the Parlakimedi Light railway by the Company, and thereafter from year to year until the agreement is determined on any 31st day of December by the issue of not less than three calendar months' previous notice.

On the 13th July 1906, an indenture was executed with the Rohilkund and Kumaon Railway Company for the provision of moneys for capital expenditure on the Powayan Steam tramway and for the acquisition by the Railway Company of interests in the Powayan Steam Tramway Company, Limited, and other matters.

On the 11th September 1906, an agreement was entered into for the working of the Jaipur State railway from Sanganer to Siwai-Madhopur by the administration of the Bombay, Baroda and Central India railway.

In clause 30 of the contract, dated 7th August 1895, between the Secretary of State and the South Behar Railway Company, Limited, it is provided that the net earnings of the Company for each half-year, together with the amount of rebate under clause 29 of the same contract, shall be paid over to the Company. The Company have since agreed to an arrangement by which they will receive, in lieu of the net receipts as provided by clause 30 of the contract quoted, a fixed sum by way of rental at the rate of £30,000 per annum, the East Indian Railway Company agreeing to treat the South Behar railway as a part of their undertaking for the purposes of their principal contract.

On the *Eastern Bengal (State) railway* the through booking of coaching traffic, *viâ* Dhubri Ghat, was established with effect from the 15th May 1906 between stations on the Northern and Behar sections of the line and *viâ*, and the steamer stations of the Assam Service south of Dhubri Ghat.

The *Great Indian Peninsula railway* established a Central Bridge Depôt at Manmad to deal effectively with the reconstruction, strengthening and renewal of bridge work.

The *North Western (State) railway* introduced in March as an experimental measure the running of a steam coach on the Wazirabad-Sialkot branch.

Important works completed.

16. On the *Bengal-Nagpur railway* the alteration of major bridges between Kharagpur and Bauria stations consequent on the doubling of the line; and the relaying of about 22 miles of the Chakardharpur district with 85-lb rails.

On the *Bombay, Baroda and Central India railway* a large scheme involving the reconstruction of the metre gauge arrangements at Delhi with the view of affording adequate facilities for goods traffic; the further extension and raising of the abutment groyne at the Nerbudda bridge; the interlocking and signalling arrangements at the north end of the Ahmedabad yard; the interlocking arrangements with electric control at Bajuva station; an Institute for the Company's Indian employés; and an overbridge at Ajmer carrying a roadway of 40′ across four lines of rails with approaches aggregating 1,360′ in length.

On the *Eastern Bengal (State) railway* the quadrupling of the line between Kakurgachi and Dum Dum junction; the remodelling of the yard at, and approaches to, Parbatipur junction; and the major bridges on the Gauhati extension over the Godadhar, Silai, Tipkai and Sankosh rivers.

On the *East Indian railway* the reconstruction of the Buckland Road and overbridge at Howrah; the quarry siding near Pakur; the remodelling of the Allahabad station yard for the entrance of the Allahabad-Fyzabad railway; the spur

line between the Main and Jubbulpore lines; and the marshalling yard between Howrah and Lillooah.

On the Great Indian Peninsula railway system, the reconstruction of the Mumbra bridge; the strengthening of the four 48′ span plate girders of the Munair bridge; the renewal and strengthening of all girders of less than 30′ span on the Great Indian Peninsula section; the renewal of girders of bridges at miles 54-72 and 61-10 on the Dhond-Manmád line; the new Signalling and Interlocking Workshop at Parel; the new Goods Depôt at Balinganj (Agra City); and the Kirkee Arsenal and Ammunition Factory siding.

On the *Bengal and North-Western railway* the second line of rails between Bachhwara and Barauni junctions; and the substitution of 10′ span girders of new standard type for old and weak ones, on the Tirhoot section.

On the *Burma railways* the relaying of 18 miles of 41¼-lb steel track on the main line with 50-lb steel rails, and 14 miles with 60-lb steel rails; the interlocking of points and signals in the Kemmendine and Insein station yards; and the installation between those two stations, between Mandalay and Myohaung and between Rangoon and Kemmendine of the "Sykes Lock and Block" system.

On the *Rohilkund and Kumaon railway* the bridge over the Ganges on the Bareilly-Soron extension.

On the *South Indian railway* the renewal, with steel girders 25 per cent. in excess of the 5′ 6″ gauge standard, of weak girders between Madras and Quilon and on the Trichinopoly-Madura section; the addition of ten 30′ spans to the seven 30′ span girder bridge over the Kodamuruti river at mile E-255-3 and the replacement of the girders with steel girders 25 per cent. in excess of the 5′ 6″ gauge standard; and flood protective works on the northern portion of the main line and on the Tanjore District Board's railway.

On the *Kalka-Simla railway* strengthening of a number of galleries on account of the introduction of a heavier type of rolling-stock.

Accidents.

17. The following is a statement of accidents of all descriptions to persons, which have occurred during the last five years:—

Year.	Passengers.						Servants.						Other persons.												Total all classes.	
	From accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		From accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		From accidents to trains, rolling-stock, permanent-way, etc.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1902.	127	184	98	289	225	473	37	95	269	364	306	459	13	18	16	3	542	162	108	5	21	26	700	209	1,281	1,141
1903.	50	116	93	331	143	447	15	95	275	390	290	485	12	7	16	3	510	172	138	5	35	22	711	209	1,144	1,141
1904.	11	88	105	321	116	404	23	103	250	364	273	467	6	15	23	1	577	186	120	2	41	14	767	218	1,156	1,089
1905.	3	140	115	356	118	496	15	115	308	463	323	577	5	15	25	4	661	178	134	5	39	23	864	220	1,305	1,293
1906.	9	194	155	368	164	562	39	148	341	451	380	599	11	22	41	6	823	259	154	9	41	37	1,070	333	1,614	1,494

There was an increase of 309 and 201 in the total number of persons killed and injured from all descriptions of accidents during 1906, as compared with the previous year.

The total number of persons of all classes killed by causes beyond their control was 59 against 23, and the number injured 364 against 270. Out of a total of 271·06 millions against 248·16 millions of passengers travelling, and of 10,688·09 millions of miles against 9,900·48 millions of miles travelled, 9 pas-

sengers were killed and 194 injured against 3 killed and 140 injured. This gives an average of one fatal casualty in 30·12 millions against one in 82·72 millions of persons travelling, and an average of one in 1,187·57 millions against one in 3,300·16 millions of miles travelled in 1906 and 1905, respectively.

18. The following are particulars of the more serious train accidents :—

Nos. 18 down passenger and 131 up goods trains collided at mile 664⅞, between Sasni and Pali stations, *East Indian railway*, on the 31st January 1906, due to the driver of the goods train running with a wrong *line* clear message which had been delivered to him by mistake at Sasni. Two passengers and five railway servants were killed and four passengers and two railway servants injured. The rolling-stock and permanent-way were considerably damaged.

No. 133 up goods train and a ballast train collided at mile 80 between Chooadangah and Jayrampur stations, *Eastern Bengal (State) railway*, on the 23rd February 1906, due to the disregard of rules by the station master, Chooadangah. One railway servant and three coolies were injured. The rolling-stock was considerably damaged.

No. 1 up mixed train was derailed at mile 74-3, between Nangalkot and Laksam stations, *Assam-Bengal railway*, on the 29th March 1906, due to the buckling of the road and to the sudden application of the engine brakes on a long non-vacuum braked train. Four passengers were slightly injured. The rolling-stock was considerably damaged.

Nos. 129 up and 130 down goods trains collided at Jadabpur station, *Eastern Bengal (State) railway*, on the 4th April 1906, due to the driver of the latter train running against signals. Two railway servants were injured. The rolling-stock was considerably damaged.

Nos. 24 down and 17 up goods trains collided at Pradhan Khunta station, Jharia branch, *East Indian railway*, on the 13th April 1906, due to the former train running against signals. One railway servant was injured. The rolling-stock was considerably damaged.

Nos. 8 down passenger and 256 down goods trains collided at Memari station, *East Indian railway*, on the 9th May 1906, due to defective signals. Seventeen passengers were injured. The rolling-stock and permanent-way were considerably damaged.

Nos. 14 mail and 4 mixed trains collided near mile 112, between Urampadu and Koduru stations, *North-West line, Madras railway*, on the 11th May 1906, due to neglect of the staff. One passenger and three railway servants were killed and twelve passengers and three railway servants injured. The assistant station master and the guard of 4 mixed were prosecuted; the former was sentenced to ten weeks' and the latter to three months' rigorous imprisonment.

Nos. 8 down mixed and 21 up goods trains collided between Raibag and Chikodi Road stations, *Poona branch, Southern Mahratta railway*, on the 16th August 1906, due to negligence on the part of the assistant station master, Raibag. Five railway servants were injured. The rolling-stock was considerably damaged.

No. 7 up mixed train was derailed at mile 2, chain 13·75, *Deoghur railway*, on the 31st August 1906, due to the too sudden application of the brakes on the engine, and the consequent impact of the following vehicles, which were unbraked, forcing the train off the rails. One railway servant was killed and three passengers were seriously and seven slightly injured. The rolling-stock was considerably damaged.

No. 64 down mixed train was derailed at mile 32-5, between Balaghat and Samnapur stations, *Jubbulpore-Gondia extension, Bengal-Nagpur railway*, on the 15th September 1906, due to the line spreading or buckling owing to creep. One passenger was killed and two injured. The rolling-stock and permanent-way were considerably damaged.

A down locomotive fuel special and an up ballast train collided at mile 52-11, between Lalkua and Motta Haldoo stations, *Rohilkund and Kumaon railway*, on the 23rd September 1906, due to the ballast train, which was working outside the down distant signal at Lalkua, not having been properly protected. One person was killed and twenty-two injured. The rolling-stock was considerably damaged.

Damages by floods and rainfall.

19. On the Jubbulpore-Gondia extension of the *Bengal-Nagpur railway* heavy rain in June breached the line in several places. Large boulders and a quantity of earth, dislodged at a cutting, fell on the line, interrupting traffic for about a week.

Owing to heavy rain between June and August several breaks occurred on the *Bombay, Baroda and Central India railway system*, including one of about a mile in length on the Tapti Valley line. Ballast was washed away in places, leaving the rails and sleepers suspended. Slips on the ghats at No. 4 tunnel on the Malwa section, completely blocked the line with boulders and débris. On the Jaipur railway the river overtopped the parapets of a bridge at mile 145/6 and carried away the approaches on either side, while between Sanganer and Sheodaspur a serious subsidence of the line occurred over a length of 3 miles.

On August 4th owing to an exceptionally high rise in the Teesta river about three miles of the main line between Haldibari and Mandalghat, on the Northern section of the *Eastern Bengal (State) railway system*, were submerged and badly breached in numerous places and several bridges were damaged; traffic was suspended for four days. Floods of the Ganges and a heavy rain-storm on the 9th August completely submerged the whole of the passenger and goods yards at Goalundo and washed away a portion of the main line in its vicinity. The combined working of traffic was transferred to Belgachhi Ghat, which in turn had to be abandoned on the 21st August, when traffic was suspended, and restrictions of booking continued up to the 3rd of December. Breaches and serious damage to the embankment occurred at places over a length of about 14 miles of the Behar section, between Katihar and Barsoi, from floods in August. Floods and the bursting of the "Lalta-Kuri" bund badly breached the Murshidabad branch in three places and entirely washed away two bridges on the 31st August, resulting in the suspension of the through service till the 7th of November. An unprecedented overflow of the Torsa river caused numerous breaches on the Cooch Behar line, which was submerged to a depth of from 3 to 4 feet; two bridges and two culverts were entirely swept away and several others were seriously damaged, resulting in the suspension of traffic for about a month. On the Gauhati extension several temporary bridges were washed away and the bank breached in many places.

About the end of June floods caused considerable damage to the embankment between Mainpuri and Farukhabad on the Shikohabad-Farukhabad branch of the *East Indian railway*.

On the South-East line of the *Great Indian Peninsula railway* unusually heavy rain in June washed away the return walls of several 15′ and 20′ arches and scoured out the adjacent banks. In the same month the Agra-Delhi Chord line subsided in places, and the embankment was partly washed away. In July floods in the Lahasi and Andheri rivers damaged the Bina-Baran branch.

On the *Madras railway* heavy rain in January caused floods in the Swarnamuki river, and in another river at mile 71/1, breaching the North-East line for 600 feet. In December the North-East line, between miles 168 and 175, was breached at several places extending over a distance of 6 miles, owing to a cyclonic storm which flooded all the rivers between Nellore and Chinna Ganjam.

In September about 4 miles of the Wazirabad-Khanewal section of the *North Western (State) railway* was under water owing to the overflow of the Ravi and rendered unsafe for the passage of trains for 5 days.

The *Bengal and North-Western railway system* suffered considerable damage from the monsoon. On the Katarnian Ghat branch three 80′ girders of the Babai bridge of 10 spans were washed away and the protective works badly damaged. Traffic was interrupted from 4th of August to the 1st of September. The bursting of certain river bunds in Nepal territory interrupted traffic between Parsa and Barhni from the 15th July to the 20th October, while the Jarwa branch of that extension had to be entirely closed between the same dates on account of the heavy rain. Floods in August caused considerable damage to certain bridges and to the permanent-way on the Tirhoot section, resulting in the interruption of traffic for about five weeks between Samastipur and Darbhanga and between Muzaffarpur and Samastipur. On the Sitamarhi branch between Kamtaul and Jogiara traffic had to be suspended from the 14th August to the 24th September. On the Khanwa Ghat extension passengers had to be transhipped at Bridge No. 141, mile 207, from the 20th August to the 27th September, and the Bhikna Thoree branch had to be closed during the rains and was not re-opened till the 17th of December.

The *Bengal Dooars railway* was badly breached at several places and many bridges were destroyed by floods in August.

On the *Burma railways* owing to a sudden flood in the Doungyu Choung at Wuntho and the overflow of two Irrigation canals at mile 545 and of the Meza river at mile 577, the line was flooded in June and earthwork and ballast were washed away in several places, and the line was carried down the bank. At mile 545 the abutment

of a 20′ bridge was underscoured and collapsed, and 130 feet of the south approach of a 40′ span girder bridge was washed away. Through traffic was interrupted for about 15 days. In September and October floods submerged the line at places to a depth of from 4 inches to 2 feet, causing numerous gaps. A pier of the Gamon Choung bridge was forced about 6 inches down stream and tilted out of the perpendicular, and the approaches to a few smaller bridges were washed away.

Heavy and continuous rain at the end of June caused the embankments of the Bareilly-Soron extension of the *Rohilkund and Kumaon railway* to sink in places and washed away a culvert of one span 12′ arch.

Heavy rain in January, due to a cyclonic disturbance, breached the *South Indian railway* and damaged certain bridges, and in November the bursting of tanks in a neighbouring district practically swept away 2 miles of embankment, averaging 6 feet in height, and damaged three bridges between Katalai and Puliyur on the Erode branch.

In June the *Barsi Light railway* was washed away in several places between Barsi Town and Tadwale, and traffic was interrupted for more than a fortnight.

Between the 28th of June and the 16th of September considerable and serious damage was done to the *Kalka-Simla railway* owing to an abnormal monsoon. There were innumerable landslips, the line was washed away or subsided in many places. Traffic was suspended for 36 days.

Railway staff.

20. The total number in railway employ at the close of the year was 479,284, of which 6,850 were Europeans, 9,326 Eurasians and 463,108 Natives. Of the Europeans and Eurasians 13,805 were enrolled as volunteers.

21. The Police force employed for the maintenance of law and order on railways and for the protection of railway property is provided by the Civil Department, the State bearing, except in the case of State lines worked by the State and the old Guaranteed railways, three-tenths and the railways paying seven-tenths of the expense incurred.

22. Every monthly paid employé, who is neither pensionable nor a menial servant, is obliged to be a member of the Provident Fund and is required to subscribe monthly amounts varying on different railways but not exceeding one-twelfth of his salary. At the close of the half-year the railway distributes, as bonus among the depositors, a first contribution equal to one-half of their subscriptions, and a second contribution not exceeding one-half of such subscriptions or one per cent. of net earnings.

23. The Fine Fund is used in the relief of families left in destitute circumstances, and to assist in keeping up schools, recreation clubs and similar institutions.

24. On the larger railways schools are provided and maintained at all centres where the number of children is sufficient to justify the employment of the teaching staff. The fees charged are graduated so as not to press too heavily on the poorer employés. Government, in the Educational Department, allow certain grants towards the maintenance of the schools, and any deficit is made good from the revenues of the railway or from the Fine Fund. Where the number of employés is not large enough to justify the provision of a railway school and there already exists a public or private school in the town, the schooling fees are borne wholly or in part by the railway.

The assistance thus given to employés is much appreciated, and a proper standard of education is ensured by the examination which is conducted yearly by the Government Inspectors of Schools before the grant can be drawn.

The number attending railway schools amounted, at the close of 1906, to 6,898 children and 6,391 apprentices and workmen.

Railway surveys.

25. The following surveys were completed during 1906:—

By the *Bengal-Nagpur railway* lines on the 5′ 6″ gauge from (1) Kamptee to Ramtek, 17 miles, (2) Gurumaishini to Sini, 44 miles; on the 2′ 6″ gauge (3) from Tumsar Road to Katangi, 42·89 miles, including 10 miles of sidings, (4) a reconnaissance survey of the Ghat section between Mandla and Bilaspur, 100 miles, (5) a reconnaissance survey from Gurumaishini Hill to a point between Narsinghur and Chakuiia, 35 miles, and (6) a branch from Nainpur to Mandla, 32·14 miles.

By the *Bombay, Baroda and Central India railway* lines on the metre gauge from (1) Idar Road station, the terminus of the Ahmedabad-Parantij railway, to Brahma Khed, 33·91 miles, (2) Dholka to Dhanduka, *viâ* Fedra, 38·64 miles, with an alternative route *viâ* Gamph, 41·50 miles, and (3) Agra to Hathras junction, 30 miles. On the 2′ 6″ gauge from Barwaha on the Rajputana-Malwa railway, to Bodeli, on the Gaekwar's Dabhoi railway, 163 miles.

By the *Eastern Bengal (State) railway* lines on the 3′ 3⅜″ gauge from (1) Forbesganj station, on the Debiganj branch of the Behar section, to the Nepal frontier, 7·40 miles, (now under construction), (2) Rangiya station, on the Gauhati extension, to Tezpore in Assam, 72·34 miles, (3) Netrokona to Lengar Bazar in Assam, 50·50 miles, and (4) Kissengunge station on the Behar section, *viâ* Titalia, to Jalpaiguri station, on the Northern section, 63·67 miles.

By the *Great Indian Peninsula railway* lines on the 5′ 6″ gauge from (1) Balharshah (Bellarpur) to Warangal, by the western route, 184·35 miles, (2) Balharshah (Bellarpur) to Warangal, by the direct route, 148·62 miles, (3) Kurla to Trombay, 5·45 miles, and (4) Kunch-Jalaon-Madhogarh-Jumna, 52 miles. On the 2′ 6″ gauge from Murtazapur to Pisgaon, 131·42 miles.

From Dharmapuri, *viâ* Palakodu, to Bangalore with branch from Palakodu to Krishnagiri, 92 miles, on the 2′ 6″ gauge, by the *Madras railway*.

By the *North Western (State) railway* lines from (1) Jhang *viâ* Chiniot, to Sangla, 74·40 miles, and (2) Patiala to Jakhal, 54·35 miles, and (3) Khanpur to Chachran, 23·27 miles, all on the 5′ 6″ gauge.

By the *Oudh and Rohilkhand (State) railway* for (1) a branch from Rosa, on that railway, to Sitapur, on the Rohilkund and Kumaon railway, 51·36 miles and (2) a chord line from Cawnpore to Rae Bareli, 58 miles, both on the 5′ 6″ gauge.

For a line from Benares to Allahabad, with a branch to Mirzapur, 102 miles, and for linking the Revelganj branch with the Ganges-Gogra Doab lines, including a bridge over the Gogra river at Manjhi Ghat with approaches, 10 miles, on the 3′ 3⅜″ gauge by the *Bengal and North-Western railway*.

By the *Assam railways and Trading Company (Dibru-Sadiya railway)* an extension from Talap station to Saikhoa Ghat, 8·52 miles, on the 3′ 3⅜″ gauge.

By the *Rohilkund and Kumaon railway* a re-survey of the Pilibhit-Barmdeo branch, 38·75 miles, on the 3′ 3⅜″ gauge.

By the *South Indian railway* from (1) Pollachi, *viâ* Kollengode, to Palghat, 37·68 miles, on the 5′ 6″ gauge; and on the 3′ 3⅜″ gauge from (2) Tiruturaipundi to Vedaraniyam, 20·20 miles, (3) Ammayanayakkanur to Uttamapalaiyam, 61·46 miles, and (4) for the doubling of the line from Madras Beach to Pallavaram, 14·72 miles.

By the *Southern Mahratta railway*, on the 3′ 3⅜″ gauge, from (1) Gadag, on the main line, to Yalvigi, on the Harihar branch, 33·58 miles, with the Gold Mine branches from (*a*) Gadag *viâ* Beldahadi and Nabapur to Kabulayatkatti, 13·65 miles, (*b*) Nabapur to Sangli, 5·39 miles, and (*c*) Beldahadi to Hosur, 2·87 miles, and (2) from Satara Road station, on the Poona branch, to Satara City, 10 miles.

For an extension, on the 2′ 6″ gauge, from Basirhat to Taki and Hosanabad, 8·50 miles, by the *Baraset-Basirhat Light railway*.

For an extension, on the 2′ 6″ gauge, from Behar to Silao, 10 miles, by the *Bukhtiarpur-Behar Light railway*.

For an extension, on the 2′ 0″ gauge, from Autpur to Champadanga on the Damoodur river, 7 miles, by the *Howrah-Amta Light railway*.

26. The following surveys were in progress :—

By the *Bengal-Nagpur railway* the re-survey of the Vizianagram-Raipur railway, 310·62 miles, on the 5′ 6″ gauge, and a final survey of a line from Mandla to Mungeli, about 123 miles, on the 2′ 6″ gauge.

By the *Great Indian Peninsula railway* lines from (1) Karwi to Rajapur, 18 miles, (2) Cawnpore to Banda, 147 miles, (3) Sonnair to Amraoti, 100 miles, (4) Bori to Hinganghat, 27 miles, and (5) a reconnaissance survey from Bir to Bhopal, 110 miles, all on the 5′ 6″ gauge.

By the *North Western State railway* lines from (1) Patti to Lodhran, 242 miles, (2) Dhak to Katha, 10 miles, and (3) the Jullundur Doab group of railways, 122 miles, all on the 5′ 6″ gauge.

By the *Bengal and North-Western railway* from (1) Azamgarh to Goshainganj, 59 miles, (2) Bansdih Road to Maneer Ghat, 13 miles, (3) Chupra to Mashrak, 21 miles, and (4) Muzaffarpur to Darbhanga, Muzaffarpur to Sitamarhi, Darbhanga to Khagaria, and Samastipur *viâ* Rowsara to Padri, aggregating 140 miles, all on the 3′ 3⅜″ gauge.

By the *Jodhpur-Bikaner railway* from Degana to Hissar, passing through Didwana, Ladnu, Sujangarh, Ratangarh, Churu and Rajgarh, about 200 miles on the 3′ 3⅜″ gauge.

By the *Rohilkund and Kumaon railway* a branch line from Pilibhit to Shahjahanpur, about 56 miles, on the 3′ 3⅜″ gauge.

By the *Kalka-Simla railway* for a proposed tramway along the cart road between the present terminus and the cart stand near the municipal Ganj at Simla.

APPENDIX 1.

List of open lines of Railway at the close of the calendar year 1906 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Number. Main Head.	Number. Sub-head.	Name of Railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of Railway, in miles, open on 31st December 1906, under several heads of classification.								Remarks.
							State lines worked by agency of		Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of			Lines in foreign territory.	
							State railway.	Company.				Native State itself.	Company.	State railway.		
		A														
5	(b)	Agra-Delhi Chord.	A. D. C.	Great Indian Peninsula Ry. Co.	15-11-04	5′ 6″	...	125·99	...	...	...	...	...	...	...	
3	(g)	Ahmedabad-Dholka	A. D.	Bombay, Baroda and Central India Ry. Co.	23-2-03	3′ 3⅜″	...	...	...	33·50	...	...	...	...	...	Rebate lines.
2	(h)	Ahmedabad-Parantij.	A. P.		1-5-97	3′ 3⅜″	...	...	...	54·70	...	...	...	...	...	
9	(b)	Amritsar-Patti	A. P. T.	North Western State Ry.	21-9-03	5′ 6″	...	...	...	27·49	...	...	...	...	...	
11	(c)	Assam-Bengal	A. B.	Assam-Bengal Ry. Co.	1-7-95	3′ 3⅜″	...	775·28	...	...	...	...	...	·3	...	
6	(b)	Ashikal-Mangalore	A. M.	Madras Ry. Co. ...	21-8-06	5′ 6″	...	56·35	...	...	...	...	...	...	...	
		B														
24	(a)	Baraset-Basirhat Light.	B. B. L.	Baraset-Basirhat Light Ry. Co.	1-2-05	2′ 6″	...	...	...	26·06	...	...	...	...	...	Subsidized by District Board.
25	(a)	Barsi Light	B. L.	Barsi Light Ry. Co.	1-3-97	2′ 6″	...	...	...	78·50	...	...	...	...	...	Government land provided free.
22	(f)	Bellary-Bayadrug	B. B.	Southern Mahratta Ry. Co.	1-7-05	3′ 3⅜″	...	33·35	...	...	...	...	...	...	...	
12	(a)	Bengal and North-Western.	B. & N. - W	Bengal and North-Western Ry. Co.	2-4-84	3′ 3⅜″	...	...	...	932·18	...	...	...	...	...	Government land provided free.
13	(a)	Bengal-Dooars	B. D.	Bengal Dooars Ry. Co.	15-1-03	3′ 3⅜″	...	...	...	36·40	...	...	...	...	...	Subsidized by District Board.
13	(b)	Bengal-Dooars Extensions.	B. D. E.		20-4-00	3′ 3⅜″	...	...	...	116·56	...	...	...	...	...	Government land provided free.
1	(a)	Bengal-Nagpur	B. N.	Bengal-Nagpur Ry. Co.	1880	5′ 6″	...	1,604·51	...	...	...	...	...	...	...	
8	(b)	Berwada Extension	B. E.	Nizam's Guaranteed State Rys. Co.	10-2-89	5′ 6″	...	20·58	...	...	...	...	...	...	...	
14	(a)	Bhavnagar-Gondal-Junagad-Porbandar	B. G. J. P.	Bhavanagar Gondal-Junagad-Porbandar Ry.	20-12-80	3′ 3⅜″	...	...	...	...	...	334·19	...	...	...	Includes 5·23 miles of dock estate and quarry lines.
	(c)	Bhopal-Itarsi (British section).	B. I.	Great Indian Peninsula Ry. Co.	1-6-82	5′ 6″	...	13·11	...	...	...	...	...	...	...	
		Bhopal-Itarsi (Native State section).			16-11-84	5′ 6″	...	...	...	...	...	...	44·29	...	...	
5	(d)	Bhopal-Ujjain	B. U.		11-11-95	5′ 6″	...	...	...	...	...	...	113·27	...	...	
19	(b)	Bikaner	J. B. B.	Jodhpur-Bikaner Ry.	2-12-91	3′ 3⅜″	...	...	...	...	...	245·35	...	...	...	
5	(e)	Bina-Goona-Baran.	B. G. B.	Great Indian Peninsula Ry. Co.	25-9-95	5′ 6″	...	...	...	...	...	...	145·63	...	...	
22	(e)	Birur-Shimoga	B. S. G.	Southern Mahratta Ry. Co.	1-12-99	3′ 3⅜″	...	...	...	...	...	...	37·92	...	...	
2	(a)	Bombay, Baroda and Central India.	B. B. & C. I.	Bombay, Baroda and Central India Ry. Co.	10-2-60	5′ 6″	...	504·35	...	...	...	...	...	...	...	Includes 39·23 miles of 3′ 3⅜″ gauge line between Viramgam and Wadhwan.
28	(c)	Bukhtiarpore-Behar Light.	B. B.	Bukhtiarpore-Behar Light Ry. Co.	1-7-03	2′ 6″	...	...	...	18·50	...	...	...	...	...	Subsidized by District Board.
15	(c)	Burma	B.	Burma Railways Co.	2-5-77	3′ 3⅜″	...	1,340·15	...	...	...	...	...	...	...	
		C														
10	(c)	Cawnpore-Burhwal (metre gauge link).	C. B. N.	Oudh and Rohilkhand State Ry.	24-11-96	3′ 3⅜″	79·60	...	...	...	...	...	...	...	...	Excludes 3·40 miles of the Lucknow-Bareilly railway between Aishbagh and Daliganj, worked over, but includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Burhwal and Bara Banki and 0·50 mile on the Cawnpore Bridge of the Oudh and Rohilkhand State Railway.
3	(d)	Cooch-Behar	C. B.	Eastern Bengal State Ry.	15-9-93	2′ 6″	...	...	...	...	...	...	...	33·60	...	
27	(c)	Cutch	C.	Cutch Ry.	18-5-05	2′ 6″	...	...	...	...	...	11·67	...	...	...	
		D														
9	(f)	Dandot Light	D. L.	North Western State Ry.	5-7-89	2′ 0″	6·18	...	...	...	...	...	...	...	...	
35	(c)	Darjeeling-Himalayan.	D. H.	Darjeeling-Himalayan Ry. Co.	23-8-80	2′ 0″	...	...	...	51·00	...	...	...	...	...	Subsidized by the Local Government.
4	(b)	Delhi-Umballa-Kalka.	D. U. K.	East Indian Ry. Co.	1-3-91	5′ 6″	...	...	...	162·36	...	...	...	...	...	Subsidized by the Government of India.
16	(a)	Deoghur	D.	Deoghur Ry. Co.	23-12-82	3′ 3⅜″	...	...	...	4·79	...	...	...	...	...	Government land provided free.
				Carried over			85·78	4,563·67	...	1,542·04	...	591·21	341·10	33·60	...	

APPENDIX 1—*contd.*

List of open lines of Railway at the close of the calendar year 1906 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Number. Main Head.	Number. Sub-Head.	Name of Railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of Railway, in miles, open on 31st December 1906, under several heads of classification. State lines worked by agency of: State railway.	State lines worked by agency of: Company.	Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of: Native State itself.	Lines owned by Native States and worked by agency of: Company.	Lines owned by Native States and worked by agency of: State railway.	Lines in foreign territory.	Remarks.
		D—*concld.*			Brought forward		85·78	4,563·67	...	1,542·04	...	591·21	341·10	33·60	...	
14	(b)	Dhrangadra	D. H. R.	Bhavnagar-Gondal-Junagad-Porbandar Ry.	1-6-98	3′ 3½″	...	...	...	...	...	20·88	...	...	...	
17	(a)	Dibru-Sadiya	D. S.	Assam Railways and Trading Co.	Aug. 82	3′ 3½″	...	...	...	77·50	...	...	...	...	...	Subsidized by Local Government.
		E														
		Eastern Bengal State—														
		Behar, Kannistuhbri and Northern sections.			28-8-77	3′ 3½″	632·39	...	...	...	...	...	...	...	...	
3	(b)	British section, Santrabari extension and Ranaghat-Krishnagar and Teesta-Kurigram branches.	E.B. S. M.	Eastern Bengal State Ry.	18-7-51	2′ 6″	55·03	...	...	...	...	...	...	...	...	
		Dacca section			4-1-85	3′ 3½″	85·02	...	...	...	...	...	...	...	...	
3	(a)	Central, Eastern and Southern sections.	E.B.S.		2-1-62	5′ 6″	497·95	...	...	...	...	...	...	...	...	
4	(a)	East Indian	E. I.	East Indian Ry. Co.	15-8-54	5′ 6″	...	2,165·04	...	...	...	...	...	...	...	
		G														
2	(a)	Gaekwar's Dabhoi	G. D.	Bombay, Baroda and Central India Ry. Co.	8-4-73	2′ 6″	...	...	...	...	...	...	94·4	...	...	
2	(c)	Gaekwar's Mehsana	G. M.		21-3-87	3′ 3½″	...	...	...	...	...	...	92·63	...	...	
2	(b)	Godhra-Ratlam-Nagda.	G. R. N.		16-1-93	5′ 6″	...	141·14	...	...	...	...	...	...	...	
5	(a)	Great Indian Peninsula.	G. I. P.	Great Indian Peninsula Ry. Co.	18-4-53	5′ 6″	...	1,561·63	...	...	...	...	...	...	...	
22	(d)	Guntakal-Mysore Frontier.	G. M. F.	Southern Mahratta Ry. Co.	1-3-92	3′ 3½″	...	119·50	...	...	...	...	...	...	...	
5	(g)	Gwalior Light	G. L.	Great Indian Peninsula Ry. Co.	2-12-99	2′ 0″	...	...	...	...	...	...	183·53	...	...	
		H														
10	(b)	Hardwar-Dehra	H. D.	Oudh and Rohilkhand State Ry.	1-2-00	5′ 6″	...	...	32·04	...	...	...	...	...	...	Guaranteed under modern contract.
22	(e)	Hindupur (Yesvantpur-Mysore Frontier).	H.	Southern Mahratta Ry. Co.	15-12-02	3′ 3½″	...	...	...	...	...	...	51·35	...	...	
22	(f)	Hospet-Kottur	H. K.		1-4-05	3′ 3½″	...	48·03	...	...	...	...	...	...	...	
36	(a)	Howrah Amta Light.	H. A.	Howrah-Amta Light Ry. Co.	1-7-97	2′ 0″	...	...	...	37·19	...	...	...	...	...	Subsidized by District Board.
37	(a)	Howrah-Sheakhala Light.	H. S.	Howrah-Sheakhala Light Ry. Co.	2-8-97	2′ 0″	...	...	...	19·75	...	...	...	...	...	
8	(c)	Hyderabad-Godavari Valley.	H. G. V.	Nizam's Guaranteed State Rys. Co.	21-10-99	3′ 3½″	...	...	...	...	...	...	391·13	...	...	Includes 5·82 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Hyderabad and Secunderabad over which the Nizam's Guaranteed State railway trains also work.
		I														
5	(f)	Indian Midland	I. M.	Great Indian Peninsula Ry. Co.	10-1-78	5′ 6″	...	809·85	...	...	...	...	...	...	...	
					Carried over		1,357·07	9,408·86	32·04	1,676·48	...	612·04	1,154·22	33·60	...	

APPENDIX 1—*contd.*

List of open lines of Railway at the close of the calendar year 1906 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Number. Main head.	Number. Sub-head.	Name of Railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of Railway, in miles, open on 31st December 1906, under several heads of classification. State lines worked by agency of		Guaranteed railway.	Assisted railway	Unassisted railway.	Lines owned by Native States and worked by agency of			Lines in foreign territory.	Remarks.
							State railway.	Company.				Native State itself.	Company.	State railway.		
		J			Brought forward		1,357·07	9,408·86	32·04	1,676·43	...	612·04	1,154 22	33·60	...	
9	(j)	Jaipur (Siwai Madhopur).	J. S. M	Bombay, Baroda and Central India Ry. Co.	10-11-05	3′ 3½″	...	...	...	...	...	...	32·18	...	...	
9	(e)	Jammu and Kashmir (Native State section).	J. &K.	North Western State Ry.	15-3-90	5′ 6″	...	...	...	...	...	...	...	15·98	...	The British section of this railway forms an integral portion of the North Western State railway.
14	(c)	Jamnagar . .	J. N.	Bhavnagar Gondal-Junagad-Porbandar Ry.	8-4-97	3′ 3½″	...	...	...	...	...	54·22	...	...	...	Includes 3·93 miles of dock estate lines.
14	(d)	Jetalsar-Rajkot .	J. R.		12-4-93	3′ 3½″	...	...	...	...	...	46·21	...	...	...	
18	(a)	Jodhpur . .	J. B.	Jodhpur-Bikaner Ry.	24-6-92	3′ 3½″	...	...	...	...	...	463·89	...	...	...	
18	(c)	Jodhpur-Hyderabad (British section).	J. H.		18-8-92	3′ 3½″	...	133·98	...	...	...	...	...	...	...	Worked by the Jodhpur Bikaner railway. The Native State section of this railway forms an integral portion of the Jodhpur railway.
33	(a)	Jorhat . . .	J.	Jorhat Ry. . .	15-12-84	2′ 0″	31·75	...	...	...	...	...	...	...	...	
1	(b)	Jubbulpore-Gondia Extension.	J. G. E.	Bengal-Nagpur Ry Co.	18-4-03	2′ 6″	...	245·05	...	...	...	...	...	...	...	
		K														
30	(a)	Kalka-Simla .	K. S.	Delhi Umballa-Kalka Ry. Co.	9-11-03	2′ 6″	...	59·44	...	...	...	...	...	...	...	
21	(b)	Karaikkal-Peralam	K. P.	South Indian Ry. Co.	14-3-98	3′ 3½″	...	...	...	...	...	...	...	...	14·65	
9	(h)	Khushalgarh-Kohat-Thal.	K. K.T	North Western State Ry.	25-5-03	2′ 6″	91·73	...	...	...	...	...	...	...	...	
6	(c)	Kolar Gold-fields .	K. G.	Madras Ry. Co. .	1-6-04	5′ 6″	...	...	...	...	...	...	9·88	...	...	
22	(g)	Kolhapur . .	K. L.	Southern Mahratta Ry. Co.	21-4-91	3′ 3½″	...	...	...	...	...	...	29·27	...	...	
		L														
17	(b)	Ledo and Tikak-Margherita Colliery.	L. T.	Assam Railways and Trading Co.	17-2-84	3′ 3½″	...	...	...	...	8·50	...	...	...	...	
20	(b)	Lucknow-Bareilly .	L. B.	Rohilkund and Kumaon Ry. Co.	12-10-84	3′ 3½″	...	237·04	...	...	...	...	...	...	...	
9	(d)	Ludhiana-Dhuri-Jakhal.	L. D. J.	North Western State Ry.	10-4-01	5′ 6″	...	...	...	...	...	...	...	78·65	...	
		M														
6	(a)	Madras . .	M.	Madras Ry. Co.	1-7-56	5′ 6″	...	...	904·01	...	...	...	...	...	...	Guaranteed under old contract.
6	(d)	Madras (North-East line).	M.N.E.		20-2-93	5′ 6″	...	497·19	...	...	...	...	...	...	...	Includes 1·89 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bezwada and Kistna Block hut and 1·08 miles of 3′ 3½″ gauge line between Kistna Block hut and Tadepalli.
	(g)	Morappur-Dharmapuri.	M. D.	Madras Ry. Co. ...	18-1-06	2′ 6″	...	18·63	...	...	...	...	...	...	...	
19	(a)	Morvi . .	M.R.W.	Morvi Ry. .	11-3-86	3′ 3½″	...	...	...	...	...	73·94	...	...	...	
1	(c)	Mourbhanj . .	M.B.	Bengal-Nagpur Ry Co.	24-3-87 2-1-05	2′ 6″	...	...	...	...	...	20·70	32·41	...	...	
3	(c)	Mymensingh-Jamalpur-Jagannathganj.	M.J.J.	Eastern Bengal State Ry.	15-10-98	3′ 3½″	...	...	...	53·22	...	...	...	...	...	Rebate line.
22	(h)	Mysore-Nanjangud	M.N.	Southern Mahratta Ry. Co.	1 12·01	3′ 3½″	...	...	...	...	...	...	15·60	...	...	
22	(i)	Mysore Section (Southern Mahratta).	M.S.		1-2-81	3′ 3½″	...	296·22	...	...	...	...	...	...	...	
		N														
2	(c)	Nagda-Ujjain .	N. U.	Bombay, Baroda and Central India Ry Co.	15-7-96	5′ 6″	...	...	...	...	...	...	34·22	...	...	
6	(e)	Nilgiri . .	N.	Madras Ry. Co. .	15 6·99	3′ 3½″	...	16·99	...	...	...	...	...	...	...	
8	(a)	Nizam's Guaranteed State.	N. G. S.	Nizam's Guaranteed State Rys. Co.	9-10-74	5′ 6″	...	...	...	...	...	...	330·13	...	...	Includes 5·82 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Hyderabad and Secunderabad over which the Hyderabad-Godavari Valley railway trains also work.
9	(a)	North Western State.	N. W.	North Western State Ry.	13-5-81	5′ 6″	3,371·71	...	...	...	...	...	...	...	...	Includes 5·63 miles of military line not used for public traffic and 26·28 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bhatinda and Kot Kapura, over which the Rajputana-Malwa railway trains also work.
	(f)	Nowshera-Durgai .	N. D.		1-1-01	2′ 6″	40·25	...	...	...	...	...	...	...	...	
		O														
10	(a)	Oudh and Rohilkhand State.	O. & R.	Oudh and Rohilkhand State Ry.	23-4-07	5′ 6″	1,212·56	...	...	...	...	...	...	...	...	Includes 16·79 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Burhwal and Bara Banki and 0·69 mile on the Cawnpore Bridge and 1·81 miles of 3′ 3½″ gauge, between the Oudh and Rohilkhand State railway cantonment and the Bengal and North-Western railway city station at Benares.
				Carried over .			8,105·07	10,903·30	936·05	1,729·70	8·50	1,271·00	1,638·21	128·23	14·65	

APPENDIX 1—*concld.*

List of open lines of Railway at the close of the calendar year 1906 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Number. Main head.	Number. Sub-head.	Name of Railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of Railway, in miles, open on 31st December 1906, under several heads of classification. State lines worked by agency of: State railway.	State lines worked by agency of: Company.	Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of: Native State itself.	Lines owned by Native States and worked by agency of: Company.	Lines owned by Native States and worked by agency of: State railway.	Lines in foreign territory.	Remarks.
		P			Brought forward.		6,105·07	10,903·3	936·05	1,729·70	8·50	1,371·00	1,638·21	128·23	14·65	
2	(k)	Palanpur-Deesa .	P. D.	Bombay, Baroda and Central India Ry. Co.	8-11-03	3′ 3½″	...	17·28	...	..	...	...	...	...	...	This line is the joint property of Government and the Palanpur Darbar.
1	(d)	Parlakimedi Light	P.L.L	Bengal-Nagpur Ry. Co.	1-4-00	2′ 6″	...	...	...	...	...	...	24·62	...	...	
2	(d)	Petlad-Cambay (Anand-Tarapur section).	P.C.A.	Bombay, Baroda and Central India Ry. Co.	5-5-00	5′ 6″	...	...	...	...	...	...	21·50	...	...	
2	(e)	Petlad-Cambay (Tarapur-Cambay section).	P.C.T.		20-6-01	5′ 6″	...	...	...	...	...	...	12·30	...	...	
21	(c)	Pondicherry . .	P.	South Indian Ry. Co.	15-12-79	3′ 3½″	...	...	...	...	...	...	...	...	7·85	
20	(c)	Powayan Light .	P.W.L.	Rohilkund and Kumaon Ry. Co.	17-6-90	2′ 6″	...	...	...	39·50	...	...	...	...	...	Government land provided free.
		R														
1	(e)	Raipur-Dhamtari .	R. D.	Bengal-Nagpur Ry. Co.	10-9-00	2′ 6″	...	56·04	...	...	...	...	...	...	...	
2	(c)	Rajpipla . .	R.	Bombay, Baroda and Central India Ry. Co.	1-7-97	2′ 6″	...	...	...	...	...	...	37·37	...	...	
9	(e)	Rajpura-Bhatinda	R. B.	North Western State Ry.	1-11-84	5′ 6″	...	...	...	...	...	...	...	107·05	...	
2	(l)	Rajputana-Malwa .	R. M.	Bombay, Baroda and Central India Ry. Co.	14-2-73	3′ 3½″	...	1,774·36	...	...	...	...	...	...	...	Includes 2·10 miles at Ujjain, 3·07 miles between Agra cantonment and Agra East Bank stations and 0·94 mile between Lahori Gate cabin and Brewery cabin at Delhi, laid on the 5′ 6″ gauge and 26·28 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bhatinda and Kot Kapura over which the North Western State railway trains also work.
20	(a)	Rohilkund and Kumaon.	R. & K.	Rohilkund and Kumaon Ry. Co.	12-10-84	3′ 3½″	...	...	...	117·87	...	...	...	...	...	Subsidized by the Government of India.
		S														
6	(f)	Shoranur-Cochin .	S. C.	Madras Ry. Co. .	2-6-02	3′ 3½″	...	...	...	...	...	...	64·75	...	...	
4	(c)	South Behar . .	S. B.	East Indian Ry. Co.	5-7-99	5′ 6″	...	...	...	78·76	...	...	...	...	...	Rebate line.
21	(a)	South Indian .	S. I.	South Indian Ry. Co.	15-7-61	3′ 3½″	...	1,130·00	...	...	...	...	...	...	...	
22	(a)	Southern Mahratta	S. M.	Southern Mahratta Ry. Co.	24-3-84	3′ 3½″	...	1,042·04	...	...	...	...	...	...	...	
3	(f)	Southern Punjab .	S. P.	North Western State Ry.	10-11-87	5′ 6″	...	...	...	425·33	...	...	...	...	...	Rebate line.
9	(g)	Southern Punjab "Ludhiana" Extension.	S. P. E.		10-6-75	5′ 6″	...	...	...	155·05	...	...	...	...	...	
		T														
21	(d)	Tanjore District Board.	T. D. B	South Indian Ry. Co.	2-4-94	3′ 3½″	...	...	...	103·36	...	...	...	...	...	
2	(f)	Tapti Valley .	T. V.	Bombay, Baroda and Central India Ry Co.	1-12-98	5′ 6″	...	...	...	155·48	...	...	...	...	...	Rebate line.
32	(a)	Tarakeshwar-Magra Light.	B. P.	Bengal Provincial Light Ry. Co.	7-11-04	2′ 6″	...	...	...	...	33·27	...	...	...	...	
4	(d)	Tarkessur .	T.	East Indian Ry. Co.	1-1-85	5′ 6″	...	...	...	22·23	...	...	...	...	...	Government land provided free.
33	(a)	Tezpore-Balipara Light.	T. B.	Tezpore-Balipara Light Ry. Co.	9-8-94	2′ 6″	...	...	...	20·10	...	...	...	...	...	Subsidized by District Board.
34	(a)	Thaton-Duyinzaik Light.	T. D.	Thaton-Duyinzaik Light Ry. Co.	11-2-95	2′ 6″	...	...	...	7·76	...	...	...	...	...	Subsidized by Local Government.
21	(e)	Tinnevelly-Quilon (Travancore) (British section).	T. Q. B.	South Indian Ry. Co.	1-6-02	3′ 3½″	...	50·48	...	...	...	...	...	...	...	
21	(f)	Tinnevelly-Quilon (Travancore) (Native State section)	T. Q. N.		1-8-03	3′ 3½″	...	...	...	...	...	...	57·98	...	...	
13	(b)	Tirhoot State .	T. S.	Bengal and North-Western Ry. Co.	1-11-75	3′ 3½″	...	614·30	...	...	...	...	...	...	...	
6	(h)	Tirupattur-Krishnagiri.	T. K.	Madras Ry. Co.	18-9-05	2′ 6″	...	25·38	...	...	...	...	...	...	...	
		U														
23	(a)	Udaipur-Chitor .	U. C.	Udaipur-Chitor Ry.	1-8-95	3′ 3½″	...	...	...	...	...	67·30	...	...	...	
		V														
2	(m)	Vijapur-Kalol-Kadi	V.K.K.	Bombay, Baroda and Central India Ry. Co.	10-6-02	3′ 3½″	...	...	...	...	...	...	41·37	...	...	
		W														
29	(j)	West of India Portuguese.	W. I. P	Southern Mahratta Ry. Co.	17-1-87	3′ 3½″	...	...	...	...	...	...	...	...	51·10	
		Total mileage of railways open in India and Burma on the 31st December 1906.				5′ 6″	5,082·22	7,589·74	936·05	1,026·70	...	...	711·31	201·68	...	
						3′ 3½″	797·91	7,619·06	...	1,530·08	8·50	1,305·03	814·38	...	73·60	
						2′ 6″	187·01	405·34	...	190·42	33·27	32·37	188·88	33·80	...	
						2′ 0″	37·93	...	...	107·94	...	...	183·53	...	...	
						Total..	6,105·07	15,614·08	936·05	2,855·14	41·77	1,338·30	1,898·10	235·28	73·60	

APPENDIX 2.

Mileage added to the Railway System of India during the calendar year 1906 and the following three months.

Number.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added during 1906.	Date of opening for traffic.	Additions, in miles, made to open mileage during 1906.				Total mileage added to railway administration.			
						Length.							
Main head.	Sub-head.					5′ 6″	3′ 3½″	2′ 6″	2′ 0″	5′ 6″	3′ 3½″	2′ 6″	2′ 0″
	(b)	Bengal-Nagpur.	Jubbulpore-Gondia Extension.	Chhindwara to Khirsadoh...	15th March 1906	...	...	16·28	...				
1	(e)		Raipur-Dhamtari.	Rajim to Rajim Town ...	13th May 1906	...	...	0·78	...	...	...	17·06	...
2	(e)	Bombay, Baroda and Central India.	Petlad-Cambay (Tarapur-Cambay section).	Cambay to Cambay Bandar.	1st March 1906	1·38	...	...	...	1·38	...	...	...
	(b)	Eastern Bengal State.	Eastern Bengal State.	Golokganj to Kokrajhar ...	1st February 1906.	...	35·75	...	...				
3	(c)		Mymensingh-Jamalpur Jagannathganj.	New line laid at Jagannathganj.	1st December 1906.	...	2·58	...	...	...	38·28	...	...
				Bhongaon to Farukhabad	1st January 1906.	27·06	...	...	...				
				Dhanbaid to Paharpur ...	6th December 1906.	103·71	...	...	...				
4	(a)	East Indian ...	East Indian	Ondal to Sainthia ...	10th December 1906.	42·94	...	...	...				
				Paharpur to Manpur ...	15th August 1906.	17·42	...	...	...				
				Tetulmari to Kusunda ...	6th December 1906.	1·59	...	...	...	192·72	...	...	...
	(b)	Great Indian Peninsula.	Agra-Delhi Chord.	Kosi to Sanket ...	24th February 1906.	5·95	...	...	...				
5	(f)		Indian Midland	Remaining portion of the Agra-Balinganj Branch.	27th February 1906.	1·75	...	...	...	7·70	...	...	...
				Azhikal to Hosdrug ...	21st August 1906.	34·52	...	...	...				
	(b)	Madras ...	Azhikal-Mangalore.	Hosdrug to Kasaragod ...	1st October 1906.	14·22	...	...	...				
6				Kasaragod to Kumbla ...	17th November 1906.	7·62	...	...	...				
	(g)		Morappur-Dharmapuri.	Morappur to Dharmapuri	17th January 1906.	...	...	18·53	...	56·36	...	18·53	...
	(a)	North Western State.	North Western State.	Shorkot Road to Sargoda	14th May 1906	103·14	...	...	...				
	(b)		Amritsar-Patti.	Amritsar to Tarn Taran ...	21st September 1906.	14·20	...	...	...				
9		North Western State.		Tarn Taran to Patti ...	30th December 1906	13·29	...	...	...				
	(g)		Southern Punjab "Ludhiana" Extension.	MacLeod Ganj Road to Ferozepore City.	10th February 1906.	78·00	...	...	...	208·63	...	...	...
10	(a)	Oudh and Rohilkhund State.	Oudh and Rohilkhand State.	Phaphamau to Mariahu ...	18th June 1906	47·51	...	...	...	47·51	...	...	...
				Barhni to Tulsipur ...	15th January 1906.	...	22·54	..	...				
	(a)	Bengal and North Western.	Bengal and North Western.	Gainsari to Jarwa ...	12th April 1906.	...	9·47	...	...				
12		Bengal and North Western.		Paleza Ghat Shift No. 68	1st January 1906.	...	0·76	...	...				
				Barari to Bhagalpur Kachery.	15th March 1906.	...	8·50	...	...				
	(b)		Tirhoot ...	Bettiah to Narkatiaganj	17th January 1906	...	23·73	...	...				
				Narkatiaganj to Bhikna Thoree.	17th February 1906.	...	21·50	..	...	...	81·50	...	...
20	(a)	Rohilkund and Kumaon.	Rohilkund and Kumaon.	Bareilly to Soron ...	20th January 1906.	...	55·80	...	...	...	55·80	...	...
	(a)	South Indian	South Indian	Pamban beach to Rameswaram.	1st September 1906.	...	6·95	...	...				
21	(d)		Tanjore District Board.	Arantangi Quarry Branch	25th June 1906	...	3·90	...	...	...	10·85	...	...
22	(f)	Southern Mahratta.	Hospet-Kottur.	Ramandrug to Ramanamalai.	1st December 1906.	...	4·97	...	...	...	4·97	...	...
25	(a)	Barsi Light ...	Barsi Light	Barsi Road to Pandharpur	2nd December 1906.	...	...	30·21	...				
				Kuslamb to Tadwale ...	1st May 1906	...	...	20·36	...	...	...	50·57	...
					Total mileage added during 1906				...	514·30	191·40	86·16	...

APPENDIX 2—*concld.*

Mileage added to the Railway System of India during the calendar year 1906 and the following three months.

Number.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added during 1906.	Date of opening for traffic.	Additions, in miles, made to open mileage during 1906.							
						Length.				Total mileage added to railway administration.			
Main head.	Sub-head.					5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″
MILEAGE ADDED FROM THE 1st JANUARY TO THE 31st MARCH 1907.													
	(a)	Bengal-Nagpur	Bengal-Nagpur.	Bhojudih to Gomoh ...	1st January 1907.	25·64	...	...	...				
				Branch line near Khanoodih	1st January 1907.	1·97	...	...	...				
1	(b)		Jubbulpore-Gondia Extension.	Khirsadoh to Barkuhi ...	21st March 1907.	...	...	5·72	...	27·61	...	5·72	...
3	(a)	Eastern Bengal State.	Eastern Bengal State.	Tiljala to Kakurgachi ...	1st February 1907.	2·25	...	...	...	2·25	...	...	...
5	(h)	Great Indian Peninsula.	Matheran ...	Neral to Matheran ...	22nd March 1907.	...	...	...	12·61	...	...	...	12·61
6	(a)	Madras ...	Madras ...	Basin Bridge to Washermenpet.	15th March 1907.	1·00	...	...	...				
	(d)		Madras (North East line).	Basin Bridge to Korrukkuppettai.	15th March 1907.	0·85	...	...	...	1·85	...	...	...
7	(a)	Nagda-Muttra	Nagda-Muttra	Kotah to Baran ...	20th February 1907.	40·00	...	...	...	40·00	...	...	...
10	(a)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	Mariahu to Zafarabad ...	1st January 1907.	10·67	...	...	...	10·67	...	...	...
12	(a)	Bengal and North Western.	Bengal and North Western	Gorakhpur to Chhitauni Ghat	7th February 1907.	...	60·94	...	...				
	(b)		Tirhoot ...	Bhaptiahi to Makhana Bazar.	1st March 1907	...	44·33	...	...	...	105·27	...	...
				Total mileage added from 1st January to 31st March 1907 ...						82·38	105·27	5·72	12·61
				Grand Total Mileage open on the 31st March 1907 ...						15,630·08	12,254·67	1,076·61	342·01

APPENDIX 3.

Total Railway mileage opened for traffic during, and at the end of, each year, and the total mileage opened during the Viceroyalty of each Governor General.

Calendar year.	Net mileage added during the year.	Total mileage open for traffic at close of the year.	Total mileage opened during Viceroyalty.	Viceroys.
1853	20	20	169	Marquis of Dalhousie.
1854	51	71		
1855	98	169		
1856	103	272	1,418	Earl Canning.
1857	15	287		
1858	140	427		
1859	198	625		
1860	213	838		
1861	749	1,587		
1862	746	2,333	920	Earl of Elgin.
1863	174	2,507		
1864	431	2,938	1,501	Lord Lawrence.
1865	405	3,343		
1866	200	3,543		
1867	386	3,929		
1868	79	4,008		
1869	247	4,255	1,066	Earl of Mayo.
1870	516	4,771		
1871	303	5,074		
1872	295	5,369	1,467	Lord Northbrook.
1873	328	5,697		
1874	529	6,226		
1875	315	6,541		
1876	319	6,860	2,621	Lord Lytton.
1877	460	7,320		
1878	899	8,219		
1879	275	8,494		
1880	668	9,116		
1881	728	9,890	2,469	Marquis of Ripon.
1882	259	10,149		
1883	309	10,458		
1884	1,173	11,631		
1885	652	12,283	2,945	Earl of Dufferin and Ava.
1886	609	12,892		
1887	1,211	14,103		
1888	473	14,576		
1889	1,311	15,887	3,928	Marquis of Lansdowne.
1890	514	16,401		
1891	907	17,308		
1892	507	17,815		
1893	689	18,504		
1894	396	18,900	3,536	Earl of Elgin.
1895	647	19,547		
1896	707	20,254		
1897	861	21,115		
1898	925	22,040		
1899	1,483	23,523	6,255	Lord Curzon.
1900	1,229	24,752		
1901	611	25,363		
1902	568	25,931		
1903	1,025	26,956		
1904	609	27,565		
1905	730	28,295		
1906	802	29,097	802	Earl of Minto.

APPENDIX 4.

Mileage under construction or sanctioned at the close of the calendar year 1906, with additions to the 31st March 1907.

Number. Main head.	Sub-head.	Railway administration by which being constructed.	Name of owning Railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed. 5′ 6″	3′ 3½″	2′ 6″	2′ 0″	Remarks.
					Bhojudih to Gomoh	1st November 1901.	25·64	...	...	...	Since opened.
					Branch line near Khanoodih.	...	1·07	...	...	...	Since opened.
	(a)		Bengal-Nagpur	State line worked by company.	Kamptee to Ramtek	18th August 1906.	14·74	...	...	...	Work commenced.
					Kandri branch ...	13th August 1906.	2·53	...	...	...	Work commenced.
					Vizianagram to Raipur	26th January 1906.	310·62	...	...	...	Work commenced.
					Sini to Gurumaishini	19th October 1906.	44·00	...	...	...	Commencement of work not authorized.
1		Bengal-Nagpur.			Khirsadoh to Barkuhi.	24th June 1904.	...	...	5·72	...	Since opened.
	(b)		Jubbulpore-Gondia Extension.	State line worked by company.	Khirsadoh to Sirgora.	24th June 1904.	...	...	7·76	...	Work commenced.
					Nainpur to Mandla	23rd January 1901	...	...	32·14	...	Work commenced.
					Gondia to Chanda	26th August 1904.	...	...	148·65	...	Work commenced.
	(f)		Gondia-Chanda Extension.	State line worked by company.	Panni (Bramapuri) to Nagpur.	26th August 1904.	...	...	63·75	...	Work commenced.
	(g)		Puralia-Ranchi	State line worked by company.	Puralia to Ranchi	20th October 1905.	...	...	72·28	...	Work commenced.
						Total ...	999·50	...	330·30	...	
					Chanasma to Bechraji.	15th July 1905	...	16·74	...	...	Work commenced.
	(i)		Gaekwar's Mehsana.	Native State line worked by company.	Kheralu to Dabhora	16th June 1906	...	7·73	...	...	Work commenced.
2		Bombay, Baroda and Central India.			Manund Road to Harij.	15th July 1905	...	21·37	...	...	Work commenced.
	(j)		Jaipur (Siwai-Madhopur).	Native State line worked by company.	Nawai to Siwai Madhopur.	2nd December 1897.	...	40·65	...	...	Work resumed.
						Total ...	...	86·49	...	...	
					Kakurgachi chord...	19th February 1902.	2·25	...	...	...	Since opened.
	(a)		Eastern Bengal State.	State line worked by the State.	Lalgola to Lalgola Ghat.	23rd September 1903.	2·75	...	...	...	Work commenced.
					Durgapur-Chur line	...	3·39	...	...	...	Work commenced.
3		Eastern Bengal State.			Forbesganj to the Nepal Frontier.	27th June 1905.	...	7·40	...	...	Work commenced.
	(b)		Eastern Bengal State.	State line worked by the State.	Katihar to Godagari.	5th February 1904	...	105·00	...	...	Work commenced.
					Kokrajhar to the Brahmaputra river opposite Gauhati	31st October 1902.	...	115·27	...	...	Work commenced.
						Total ...	8·39	228·27	...	...	
					Agra direct access	22nd May 1905.	1·75	...	...	...	Work commenced.
					Barharwa to Katwa	5th March 1906.	99·14	...	...	...	Work commenced.
					Bhagalpur to Bansi	28th February 1905.	31·04	...	...	...	Work suspended.
					Borachuk to Sodepore	14th July 1905.	4·50	...	...	...	Not commenced.
					Chord line between the East Indian and Oudh and Rohilkhand State Railways near Moghal Sarai.	30th November 1905.	1·19	...	...	...	Not commenced.
4	(a)	East Indian ...	East Indian ...	State line worked by company.	Ghat line to Dhulian.	5th March 1906.	1·06	...	...	...	Work commenced.
					Ghat line to Sajimpara.	5th March 1906.	2·50	...	...	...	Work commenced.
					Hooghly to Katwa	23rd June 1905.	65·20	...	...	...	Work suspended.
					Khurja to Hapur ...	13th January 1904.	38·87	...	...	...	Work commenced.
					Toposi to Baraboni.	18th September 1906	9·31	...	...	...	Not commenced.
					Mile 170¾ from Howrah on the Jharia branch to Chandore.	17th March 1903.	4·16	...	...	...	Work abandoned.
						Total ...	258·72	...	...	...	
					Carried over ...	...	666·61	314·76	330·30	...	

APPENDIX 4—*contd.*

Mileage under construction or sanctioned at the close of the calendar year 1906, with additions to the 31st March 1907.

Number.		Railway administration by which being constructed.	Name of owning Railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed.				Remarks.
Main head.	Sub-head.						5′ 6″	3′ 3¾″	2′ 6″	2′ 0″	
					Brought forward ...		666·61	314·76	330·30	...	
	(a)	Great Indian Peninsula.	Great Indian Peninsula.	State line worked by company.	Kurla to Mazagaon	17th February 1905.	6·87	...	...	...	Work commenced.
					Mahim link ...	17th February 1905.	1·32	...	...	...	Work commenced.
5		Great Indian Peninsula.			Warora to Balharshah.	22nd January 1904.	37·59	...	...	...	Work commenced.
	(g)		Gwalior Light	Native State line worked by company.	Sabalgarh to Shinpur.	9th February 1904.	...	...	...	66·39	Work commenced.
	(h)		Matheran ...	Assisted Company's line receiving land only from Government.	Neral to Matheran	20th June 1904.	...	...	...	12·61	Since opened.
						Total ...	45·78	...	...	79·00	
	(a)	Madras ...	Madras ...	Company's line guaranteed under old contracts.	Basin Bridge Junction to Washermenpet.	11th April 1901.	1·00	...	...	...	Since opened.
	(b)		Azhikal-Mangalore.	State line worked by company.	Kumbla to Mangalore	28th June 1903.	20·91	...	...	...	Work commenced.
6	(d)		Madras (North-East line).	State line worked by company.	Basin Bridge Junction to Korakkupettai.	11th April 1901.	0·85	...	...	...	Since opened.
	(e)		Nilgiri ...	State line worked by company.	Coonoor to Ootacamund.	6th November 1903.	...	11·75	...	...	Work commenced.
	(i)		Salem-Attur ...		Salem to Attur ...	16th September 1903.	36·06	...	...	...	Commencement of work not authorised.
						Total ...	58·82	11·75	...	...	
					Crossing of the Chambal river to Muttra.	1st August 1905.	199·07	...	...	...	Work commenced.
7	(a)	Nagda-Muttra	Nagda-Muttra	State line worked by the State.	Kotah to Baran ...	26th January 1906.	40·00	...	...	...	Since opened.
					Nagda to the crossing of the Chambal river.	29th November 1904.	141·43	...	...	...	Work commenced.
						Total ...	380·50	...	...	...	
					Kacha Garhi to mile 22·50.	11th July 1905	22·50	...	...	...	Work commenced.
					Khushalgarh bridge and approaches.	...	3·63	...	...	...	Work commenced.
	(c)		North Western State.	State line worked by the State.	Lodhran to Khanewal.	17th March 1906.	56·59	...	...	...	Work commenced.
					Shahdara to Sangla	15th November 1904.	55·57	...	...	...	Work commenced.
					Shorkot Road to Chichoki.	24th July 1906	130·65	...	...	...	Work commenced.
9	(k)	North Western State.	Jullundur-Kapurthala-Sultanpur (British section).	State line worked by the State.	Jullundur to the British Frontier.	7th August 1903.	...	...	6·80	...	Commencement of work not yet authorised and question o gauge not finally settled.
	(l)		Jullundur-Kapurthala-Sultanpur (Native State section).	Native State line worked by State Agency.	Sultanpur to the British Frontier.	7th August 1903.	...	...	22·02	...	
						Total ...	268·94	...	28·82	...	
					Balaman to Sitapur	23rd October 1906.	37·12	...	...	...	Commencement of work not authorised.
10	(a)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	State line worked by the State.	Mariahu to Zafsrabad.	2nd October 1903.	10·67	...	...	...	Since opened.
					Rosa to Sitapur	23rd October 1906.	51·36	...	...	...	Commencement of work not authorised.
						Total ...	99·15	...	...	...	
					Carried over ...	...	1519·30	326·51	359·12	79·00	

APPENDIX 4—*contd.*

Mileage under construction or sanctioned at the close of the calendar year 1906, with additions to the 31st March 1907.

Number.		Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed.				Remarks.
Main head.	Sub-head.						5′ 6″	3′ 3¾″	2′ 6″	2′ 0″	
					Brought forward...	...	1,519·80	326·51	359·12	79·00	
11	(a)	Assam-Bengal	Assam-Bengal	State line worked by company.	Akaura to Ashuganj.	22nd May 1905.	...	19·00	...	...	Work commenced.
					Kalaura to the Khoosera river.	3rd March 1906.	...	16·00	...	...	Not commenced.
						Total ...	...	35·00	...	...	
					Burhwal to Sitapur	26th October 1906.	...	59·79	...	...	Not commenced.
	(a)		Bengal and North-Western.	Assisted company receiving land only from Government.	Daronda to Maharajganj.	28th September 1904.	...	3·90	...	...	Work commenced.
					Gorakhpur to Chhitauni Ghat.	31st March 1903.	...	60·94	...	...	Since opened.
12		Bengal and North-Western.			Savan to Thawe .	2nd November 1904.	...	17·83	...	...	Work commenced.
					Bairagnia to Narkatiaganj.	23rd September 1903.	...	58·05	...	...	Work commenced.
					Bhagalpur Kachery to Bhagalpur .	17th January 1905.	...	0·79	...	...	Work commenced.
	(b)		Tirhoot State.	State line worked by company.	Mansi to Bhaptiahi	23rd September 1903.	...	60·37	...	...	Portion since opened.
					Narkatiaganj to Bagaha.	23rd September 1903.	...	26·24	...	...	Work commenced.
					Saharsa to Murliganj	23rd September 1903.	...	18·61	...	...	Work commenced.
						Total .	...	306·52	...	...	
			Burma . .	State line worked by company.	Neikban to Begayet	1st June 1906.	...	66·25	...	...	Work suspended.
	(a)				Thamaing to Malagoan.	18th October 1905.	...	6·70	...	...	Not commenced.
15	(b)	Burma	Burma Extensions.	State line worked by company.	Henzada to Kyangin	19th April 1904	...	65·66	...	...	Work commenced.
					Pegu to Martaban	27th November 1903.	...	121·27	...	...	Work commenced.
						Total ...	...	259·88	...	...	
17	(a)	Dibru-Sadiya	Dibru-Sadiya...	Assisted company, subsidized by Local Government.	Talap to Saikhoa Ghat.	11th May 1905.	...	8·52	...	...	Work commenced.
20	(a)	Rohilkund and Kumaon.	Rohilkund and Kumaon.	Assisted Company, subsidized by the Government of India.	Lalkua to Kashipur	3rd July 1903	...	36·43	...	...	Work commenced.
					Moradabad to Ramnagar.	3rd July 1903	...	47·69	...	...	Work commenced.
						Total .	...	84·12	...	...	
					Portion of the Rameshwaram extension.	16th September 1904.	...	3·17	...	...	Work commenced.
21	(a)	South Indian	South Indian	State line worked by company.	Tangachimadam to Port Amphill.	16th September 1904.	...	1·71	...	...	Work commenced.
					Tirupachetti to Sivagunga.	21st April 1899.	...	9·00	...	...	Not commenced.
						Total .	...	13·88	...	...	
	(k)		Bezwada-Masulipatam.	District Board's line	Bezwada to Masulipatam.	20th October 1905.	...	49·47	...	...	Work commenced
22	(l)	Southern Mahratta.	Kurnool Road-Kurnool.	State line worked by company.	Kurnool Road to Kurnool.	3rd September 1906.	...	32·00	...	...	Work commenced.
	(m)		Sangli . .	Native State line worked by company.	Miraj to Sangli Town	1st September 1905.	...	5 77	...	...	Work commenced.
						Total .	...	87·24	...	...	
27	(a)	Cutch . .	Cutch . .	Native State line worked by Native State.	Anjar to Bhuj ...	29th May 1905	...	...	27 38	...	Work commenced.
28	(a)	Dholpur-Bari	Dholpur-Bari	Native State line worked by Native State.	Dholpur to Bari	14th November 1905.	...	...	19·25	...	Work commenced.
29	(a)	Dwara-Therria Light.	Dwara-Therria Light.	Assisted company receiving land only from Government.	Dwara to Maolong	15th May 1902	...	...	13·50	...	Work suspended.
					Maolong to Therria Ghat.	15th May 1902	...	...	6·00	...	Commencement of work not authorised.
						Total .	...	...	19·50	...	
					Carried over ...	...	1,519·80	1,121·67	425·25	79·00	

APPENDIX 4—*concld.*

Mileage under construction or sanctioned at the close of the calendar year 1906, with additions to the 31st March 1907.

Numbers.		Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed.				Remarks.
Main head.	Sub-head.						5′ 6″	3′ 3¾″	2′ 6″	2′ 0″	
					Brought forward...		1,519·80	1,121·67	425·25	79·00	
31	(a)	Shahdara (Delhi)-Saharanpur Light.	Shahdara (Delhi)-Saharanpur Light.	Assisted company receiving land only from Government.	Baraut to Meerut	4th January 1902.	...	...	30·00	...	Not commenced.
					Delhi (Shahdara) to Saharanpur.	4th January 1902.	...	...	95·00	...	Work commenced.
						Total	...	...	125·00	...	
36	(a)	Howrah-Amta Light.	Howrah-Amta Light.	Assisted company, subsidized by District Board.	Antpur to Champadanga.	20th March 1902.	...	...	...	9·00	Commencement of work not authorised.
					Antpur to Rajbulhat.	20th March 1902.	...	...	...	3·50	Commencement of work not authorised.
						Total	...	...	...	12·50	
		Total mileage sanctioned and still remaining to be constructed on the 31st December 1906.					1,519·80	1,121·67	550·25	91·50	
		MILEAGE SANCTIONED FROM 1ST JANUARY TO 31ST MARCH 1907.									
12	(a)	Bengal and North-Western.	Bengal and North-Western.	Assisted Company's line receiving land only from Government.	Benares to Jhoonsi	18th February 1906.	...	72·58	...	...	
		Total mileage sanctioned from 1st January to 31st March 1907					...	72·58	...	...	

Capital authorized to be raised for the Madras (Guaranteed) railway, State lines leased to companies, to the 31st

Number. Main head.	Number. Sub-head.	Railways.	Amount authorized to be raised by the Companies up to the 31st December 1906. Share Capital.	Debentures.	Debenture stock.	Total.	Amount raised by the Companies tary of State in England to *Share Capital.* Rate of interest per cent.	Amount.	*Debentures.* Cash received.
		Guaranteed.	£	£	£	£		£	£
6	(a)	Madras	10,257,630	2,224,000	...	12,481,630	5 4½ 4¼	8,757,670 999,460 500,000	2,219,054
		State lines leased to Companies.							
1	(a) (b) & (c)	Bengal-Nagpur	3,000,000	1,900,000	...	4,900,000	4	3,000,000	1,892,961
		Do. Extensions	...	3,605,000	...	3,605,000	..	...	3,595,983
5	(f)	Indian Midland	3,000,000	3,429,100	...	6,429,100	4	3,000,000	3,418,105
11	(a)	Assam-Bengal	1,500,000	1,355,900	...	2,855,900	3	1,500,000	1,352,525
15	(a)	Burma	2,000,000	...	1,250,000	3,250,000	2½	2,000,000	...
20	(b)	Lucknow-Bareilly section (Rohilkund and Kumaon)	...	147,000	...	147,000	...	...	160,837
82	(a)	Southern Mahratta	3,500,000	1,365,000	...	4,865,000	3½	3,491,540	1,363,863
22	(i)	Mysore section (Southern Mahratta)	...	...	1,200,000	1,200,000	...	...	...
		Total	13,000,000	11,802,000	2,450,000	27,252,000	....	12,991,540	11,784,274
		Branch lines.							
2	(g)	Ahmedabad-Dholka	86,667	...	...	86,667	...	...	...
2	(h)	Ahmedabad-Parantij	133,333	...	...	133,333	...	...	...
10	(i)	Hardwar-Dehra	200,000	...	...	200,000	...	...	...
3	(c)	Mymensingh-Jamalpur-Jagannathganj	166,667	...	...	166,667	...	...	...
4	(c)	South Behar	400,000	...	290,000	690,000	...	379,580	...
2	(f)	Tapti Valley	993,333	...	40,000	1,033,333	...	...	...
9	(b)	Amritsar-Patti	106,667	...	...	106,667	...	...	...
		Total	2,086,667	...	330,000	2,416,667	...	379,580	...
		Grand total	25,341,297	14,026,000	2,780,000	42,150,297	...	23,628,750	14,003,328

Details of Debenture loans on 31st December 1906 and the dates at which the loans expire.

Madras Railway—

£		
100,000	3½ per cent.	30th April 1907.
54,200	3½ „ „	30th June 1907.
200,000	3½ „ „	31st October 1907.
81,400	3½ „ „	31st December 1907.
53,300	3½ „ „	31st December 1907.
174,400	3½ „ „	30th June 1909.
62,300	3½ „ „	30th June 1910.
300,000	3 „ „	1st August 1910.
80,000	3 „ „	31st December 1910.
500,000	3½ „ „	19th May 1911.
223,700	3½ „ „	30th June 1911.
75,000	3½ „ „	31st December 1911.
249,700	3½ „ „	30th June 1912.
2,224,000		

Bengal-Nagpur Railway—

£		
390,700	3½ per cent.	10th January 1907.
448,900	3½ „ „	18th February 1907.
155,000	3½ „ „	3rd January 1908.
400,000	3½ „ „	4th May 1908.
265,600	3½ „ „	18th February 1909.
400,000	3½ „ „	21st April 1909.
750,000	3½ „ „	1st June 1909.
400,000	3½ „ „	15th June 1909.
785,500	3½ „ „	14th February 1910.
160,800	3½ „ „	10th July 1906
400,000	3 „ „	18th August 1910.
600,000	3½ „ „	31st January 1911.
400,000	3½ „ „	5th May 1911.
5,505,000		

DIX 5.

and railways constructed under the "Branch line" terms, the amount raised and the amount withdrawn December 1906.

AND ADVANCED BY THE SECRETHE 31ST DECEMBER 1906.			AMOUNT RAISED IN INDIA TO THE 31ST DECEMBER 1906.			Total amount raised to the 31st December 1906.	TOTAL AMOUNT WITHDRAWN TO THE 31ST DECEMBER 1906.		REMARKS.
Debenture stock. Cash received.	Capital not bearing interest (premium).	Advances made to companies from money raised under Act 51, Viot., Cap. 5.	Share Capital.	Debenture stock.	Capital not bearing interest (premium).		During calendar year 1906.	Up to the close of calendar year 1906.	
£	£	£	£	£	£	£	£	£	
...	8,524	...	...	...	...	12,485,208	172,322	12,651,532	
...	8,150	2,900,000	...	...	...	7,801,111	93,762	8,060,760	
...	9,450	...	...	...	...	3,605,433	672,972	9,710,952	
...	—5,977	1,645,000	...	...	...	8,057,128	68,399	8,793,513	
...	15,385	...	...	...	...	2,867,910	...	2,867,910	
1,199,819	...	...	...	...	...	3,199,819	279,755	3,947,047	
...	—735	...	...	...	...	160,102	13,987	484,459	
...	31,007	2,129,900	8,460	...	34	7,024,804	21,791	6,978,189	
1,200,000	24,000	...	...	...	...	1,224,000	6,016	*1,237,201	*The Mysore Durbar has deposited £23,490 towards the share of Joint Shares on the Southern Mahratta Railway books chargeable against the capital of the Mysore Railway.
2,399,819	81,280	6,674,900	8,460	...	34	33,940,307	1,161,682	42,080,031	
...	...	...	73,280	...	...	73,280	2,582	72,248	
...	...	...	130,000	...	2,667	132,667	419	133,202	
...	...	...	195,067	...	...	195,067	242	194,952	
...	...	...	161,096	...	...	161,096	1,947	161,016	
290,000	15,000	...	...	...	...	684,580	—147	735,189	
...	...	...	833,333	39,203	17	872,553	—52	872,190	
...	...	...	106,539	...	...	106,539	79,398	79,398	
290,000	15,000	...	1,499,315	39,203	2,684	2,225,782	84,389	2,243,195	
2,689,819	104,804	6,674,900	1,507,775	39,203	2,718	48,651,297	1,418,393	56,979,758	

Indian Midland Railway—

£		
610,000	3½ per cent.	30th June 1907.
421,200	3½ " "	31st December 1907.
500,000	3½ " "	3rd October 1908.
257,500	3½ " "	30th June 1910.
150,000	3 " "	30th June 1910.
742,500	3½ " "	30th June 1911.
165,000	3½ " "	31st December 1911.
582,900	3½ " "	30th June 1912.
3,429,100		

Lucknow-Bareilly Railway—

£		
32,000	3½ per cent.	1st July 1910.
115,000	3½ " "	1st July 1911.
147,000		

Southern Mahratta Railway—

£		
50,000	3½ per cent.	1st October 1907.
100,000	3½ " "	1st April 1908.
255,600	3½ " "	1st October 1908.
100,000	3½ " "	31st May 1909.
95,000	3½ " "	1st October 1909.
150,000	3½ " "	1st March 1910.
100,000	3 " "	11th April 1910.
10,000	3 " "	1st October 1910.
505,000	3½ " "	1st April 1912.
1,365,000		

Assam-Bengal Railway—

£		
560,000	3½ per cent.	4th July 1907.
495,900	3½ " "	4th July 1909.
300,000	3 " "	13th April 1910.
1,355,900		

APPEN

Capital expenditure in thousands of rupees

Number.	Railways (including branches worked).	EXPENDITURE ON NEW LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.									
		YEARS.									
		1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
...	Bengal Central	...	...	...	...	...	...	...	...	*	*
1 (*a*) to (*g*)	Bengal-Nagpur	1,71,83	1,71,20	1,67,01	79,14	40,25	1,42,51	1,17,84	1,02,28	66,63	26,74
2 (*a*) & (*c*) to (*f*) & (*n*) & (*o*).	Bombay, Baroda and Central India	16,82	49,86	60,95	24,05	13,72	9,76	23,43	7,56	1,02	6
3	Eastern Bengal State	3,00	13,89	29,15	31,10	40,07	35,32	30,88	38,18	37,15	30,03
4	East Indian	80,80	1,07,94	68,09	39,09	33,15	28,67	48,89	91,17	1,26,85	92,25
5	Great Indian Peninsula	65,88	80,87	67,71	18,77	2,19	4,12	26,43	69,16	16,17	25,16
6 (*a*) to (*h*)	Madras	10,91	7,47	11,38	20,80	54,50	39,56	60,42	37,51	47,77	42,45
7	Nagda-Muttra	...	...	...	...	...	...	...	1,75	21,89	1,00,30
8	Nizam's Guaranteed State	15,82	40,79	78,37	37,06	...	...	...	...	...	6
9 (*a*) to (*j*)	North Western State	1,26,86	62,24	41,82	41,48	54,68	49,91	30,87	1,21,56	1,92,78	1,45,81
10	Oudh and Rohilkhand State	39,38	23,72	39,27	27,17	9,30	20,61	54,52	30,78	29,13	9,73
11	Assam-Bengal	1,09,69	1,35,82	1,05,81	97,65	88,10	71,84	45,68	13,59	62	4,66
12	Bengal and North-Western	1,04,74	62,86	70,90	28,89	30,86	26,15	12,63	46,76	45,07	39,21
13	Bengal Docars	72	1,86	7,98	18,19	15,61	15,56	8,50	...	...	...
14	Bhavnagar-Gondal-Junagad-Porbandar	9,30	5,43	...	...	...	...	...	...	...	...
15	Burma	39,67	43,29	62,52	50,63	56,42	35,77	...	3,39	42,25	58,92
16	Deoghur	...	...	...	...	...	...	...	...	...	...
17	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	62
18	Jodhpur-Bikaner	10,04	26,40	4,86	6,61	4,00	6,77	...	89	1	5
19	Morvi	...	...	...	2,32	11	3	85	46,24	7,18	...
2 (*b*) & (*g*) to (*m*).	Rajputana-Malwa	12,09	8,58	2,67	59	21	1,07	5,63	35,80	26,36	—19
20	Rohilkund and Kumaon	...	...	...	...	3	43	83	9,74	33,18	9,83
21	South Indian	5,19	—21,05	2,70	14,00	36,50	73,39	56,12	27,81	7,14	...
22	Southern Mahratta	...	...	...	...	...	...	2,56	12,60	2,78	9,56
23	Udaipur-Chitor	26	1,13	2,16	45	21	...	...	...	...	...
24	Baraset-Basirhat Light	...	...	...	...	...	...	...	5,69	1,33	...
25	Barsi Light	...	...	...	...	...	...	...	23	7,92	...
26	Bukhtiarpore-Behar Light	...	...	...	...	...	...	5,30	...	...	...
27	Cutch	...	...	...	...	...	...	92	1,35	...	2,71
28	Dholpur-Bari	...	...	...	...	...	...	...	...	2,04	80
29	Dwara-Therria Light	...	...	...	...	...	...	8,24	1,39	82	...
30	Kalka-Simla	...	...	3,39	4,51	23,53	49,99	50,99	21,40	4,34	...
31	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	3,15
	Ranaghat-Krishnagar Light	1,01	5,01	5	...	...	...	...	‡	...	...
32	Tarakeshwar-Magra Light	...	...	...	...	...	...	16	...	...	...
33	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...
35	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...
36	Howrah-Amta Light	4,01	29	5	1	8	...	20	2,79	...	...
37	Howrah-Sheakhala Light	2,81	33	...	...	...	...	...	...	...	...
38	Jorhat	...	...	...	...	...	...	...	...	...	...
	TOTAL	8,30,33	8,27,93	8,26,84	5,42,51	5,03,52	6,11,46	5,91,39	6,89,57	7,22,43	6,01,31

DIX 7.

during each of the past 10 years.

EXPENDITURE ON ROLLING-STOCK IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.

YEARS.										REMARKS.
1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
11,59	4,37	1,95	27	3	4	15	...	*	*	* Purchased by the State from the 1st July 1905 and incorporated with the 5' 6" gauge section of the Eastern Bengal State Railway [3(a)]
32	1,13	38,92	27,35	4,29	57,16	34,13	40,64	57,18	21,80	
24	6,00	13,84	13,34	4,24	2,51	7,97	3,26	1,48	6,54	
16,63	10,52	18,21	4,57	13,01	18,12	35,25	15,25	*25,14	19,91	
27,27	36,32	1,06,52	64,34	73,57	54,29	17,91	26,98	30,13	54,33	
7,85	1,63	8,27	13,36	21,27	12,27	31,84	37,89	12,63	45,26	
6,57	1,47	3,66	3,26	10,11	25,43	16,44	6,24	7,49	4,29	
...	...	...	...	...	...	...	...	...	7,50	
49	3,06	12,80	12,67	1,51	5,86	3,05	72	51	3,15	
36,32	21,85	5,70	79	12,30	22,21	14,34	13,91	38,56	1,14,41	
3,51	7,06	5,68	79	5,85	17,93	23,91	7,58	6,92	4,74	
4,25	2,65	1,63	87	3,05	7,69	9,86	6,32	4,79	10,44	
9,98	24,03	15,84	18,58	18,47	12,49	18,33	3,48	14,09	32,80	
52	1	4,09	2,32	1,40	7	25	5	...	...	
87	1,24	8	16	80	35	55	—1,05	...	23	
1,50	6,36	11,96	4,74	20,85	26,60	19,57	12,20	6,64	18,95	
...	...	...	...	...	...	...	...	...	...	
14	20	16	2,52	1,13	...	9	4,47	19	23	
...	6,08	14,14	22	2,22	1,95	4,22	1,86	71	78	
2	12	4	6	10	—12	—22	...	3,00	1,13	†Represents Expenditure on conversion of the existing line from 2' 6" to 3' 3¾" gauge.
—12	—1,59	3,07	1,83	89	8,70	8,19	3,35	10,09	8,04	
2	2,42	1,02	3,39	2,06	6,86	6,11	1,33	77	11,65	
1,22	43	73	26	—3	1,46	2,96	1,27	14,75	...	
1,40	5,34	3,42	1,44	1,88	26	35	85	18,58	1,51	
2,25	5	...	...	42	...	...	...	...	...	
...	...	...	...	...	...	...	2,05	...	26	
1,77	27	...	...	—39	...	...	...	76	4,94	
...	...	...	...	...	...	2,17	23	...	15	
...	...	...	...	...	...	12	12	10	20	
...	...	...	...	...	...	...	...	...	38	
...	...	...	...	...	...	...	...	50	...	
...	...	...	...	...	1,07	3,93	2,85	4,96	1,94	
...	...	...	...	...	...	...	...	...	...	
...	1,20	...	24	...	...	...	‡	...	...	‡ Purchased by the State from the 1st July 1904 and incorporated with the Eastern Bengal State Railway.
...	1	18	...	...	...	1	1	8	19	
...	6	12	...	...	...	...	...	...	...	
2	—25	54	—16	1	9	41	70	12	13	
1,26	99	11	46	...	72	...	30	...	1,62	
1,17	48	...	...	...	...	3	...	...	...	
38	20	...	...	—31	4	12	2	...	6	
1,37,44	1,43,71	2,67,68	1,77,67	1,98,73	2,84,05	2,62,54	1,92,38	2,60,17	3,75,56	

Capital expenditure in thousands of rupees

Number.	Railways (including branches worked).	EXPENDITURE ON IMPROVEMENT OF EXISTING LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.								
		YEARS.								
		1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.
	Bengal Central	86	2,15	75	1,66	1,18	1,15	73	43	...	...
1 (*a*) to (*g*).	Bengal-Nagpur	3,56	57	25	1,68	3,37	1,61	3,58	5,66	5,20	46,73
2 (*a*) & (*c*) to (*f*) & (*n*) & (*o*)	Bombay, Baroda and Central India	28,88	15,33	36,60	3,42	21,74	9,89	5,71	4,83	2,74	12,35
3	Eastern Bengal State	27,03	7,64	8,72	13,85	11,37	15,46	23,36	49,13	1,08,73	30,75
4	East Indian	19,82	28,96	40,78	43,92	64,24	58,69	41,88	46,44	63,82	51,52
5	Great Indian Peninsula	4,37	8,04	6,75	10,28	11,65	17,04	23,56	64,79	73,48	53,55
6 (*a*) to (*h*)	Madras	3,30	3,16	2,43	3,93	9,33	4,56	5,91	14,26	13,47	15,96
7	Nagda-Muttra	...	...	...	...	...	...	...	...	...	...
8	Nizam's Guaranteed State	3,15	1,24	—*1,05*	2,78	6,53	3,14	3,76	2,97	2,76	2,48
9 (*a*) to (*j*)	North Western State	28,30	18,92	20,58	19,10	14,67	48,44	22,42	30,94	33,14	42,61
10	Oudh and Rohilkhand State	4,01	4,38	9,74	3,30	9,45	12,75	12,40	19,80	19,62	11,46
11	Assam-Bengal	...	...	...	...	...	...	...	...	12,03	9,94
12	Bengal and North-Western	2,86	5,05	6,63	12,21	7,19	25,66	21,79	29,04	16,81	25,97
13	Bengal Docars	1,08	53	38	*16*	*2*	5	21	5,55	3,54	2,10
14	Bhavnagar-Gondal-Junagad-Porbandar	73	2,10	91	31	16	40	3	3	24	39
15	Burma	6,24	5,09	11,31	25,14	22,05	7,91	20,35	21,11	17,60	22,51
16	Deoghur	...	1	—*1*	...	...	...	...	...	23	—23
17	Dibru-Sadiya	2,41	7	...	6	7,20	23	32	22	27	3
18	Jodhpur-Bikaner	7	6,35	—*81*	—*1,58*	3,16	3,77	62	56	12	35
19	Morvi	49	7	5	—*16*	1	...	...	—*1*	—*13*	—27
2 (*b*) & (*g*) to (*m*).	Rajputana-Malwa	2,85	3,32	3,98	3,53	8,20	13,88	9,48	8,62	13,99	16,93
20	Rohilkund and Kumaon	1,71	79	21	1,15	1,02	66	1,59	1,56	65	12,16
21	South Indian	76	1,52	3,59	3,03	3,83	1,46	3,40	6,64	8,41	25,83
22	Southern Mahratta	5,60	6,29	7,50	5,79	4,59	3,29	2,98	2,26	5,49	3,30
23	Udaipur-Chitor	...	...	...	...	19	4	1	...	1	8
24	Baraset-Basirhat Light	...	...	...	...	..	...	...	...	...	15
25	Barsi Light	...	...	...	...	...	7	...	...	—4	6,08
26	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	39	1	4
27	Cutch	...	...	...	...	...	...	...	...	...	...
28	Dholpur-Bari	...	...	...	...	...	...	...	...	...	...
29	Dwara-Therria Light	...	...	...	...	...	...	...	...	...	...
30	Kalka-Simla	...	...	...	...	...	...	...	...	...	68
31	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...
	Ranaghat-Krishnagar Light	...	...	...	...	...	...	...	...	...	...
32	Tarakeshwar-Magra Light	...	1	1	...	2	5	6	3	5	7
33	Tezpore-Balipara Light	3	1	5	13	...	...	...	...	...	...
35	Darjeeling-Himalayan	38	49	25	19	21	12	31	4	16	20
36	Howrah-Amta Light	...	...	...	...	...	...	...	14	16	21
37	Howrah-Sheakhala Light	...	...	...	...	...	...	2	...	—1	...
38	Jorhat	...	...	4	...	17	3	...	...	...	—6
	TOTAL	1,48,49	1,22,09	1,59,64	1,68,79	2,11,55	2,35,35	2,04,98	3,15,43	4,02,55	3,33,90

DIX 7—*concluded.*

during each of the past 10 years.

TOTAL CAPITAL EXPENDITURE IN THOUSANDS OF RUPEES *INCLUDING* VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.										
YEARS.										REMARKS.
1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	
10,29	6,90	3,04	34	2,58	1,58	76	—36	...	...	
1,99,28	1,62,45	1,98,87	75,84	77,61	1,76,45	1,94,63	1,19,88	1,19,67	1,16,49	
58,06	89,09	98,82	28,58	56,65	29,50	19,61	9,63	7,90	2,69	
51,23	35,51	56,49	49,25	66,77	81,52	1,19,34	1,09,61	2,08,13	94,27	
1,42,83	1,66,97	2,18,13	1,62,49	1,41,12	1,45,82	1,39,68	1,45,08	2,33,23	2,21,73	
71,31	79,51	78,98	53,82	44,54	23,58	1,16,21	1,76,71	1,02,30	1,12,28	
19,63	12,65	19,27	55,11	63,58	60,36	86,09	72,11	69,17	54,97	
...	...	...	...	...	...	...	1,73	46,34	1,46,42	
18,30	60,34	96,90	32,24	18,40	15,84	5,73	5,26	6,53	1,83	
1,66,19	82,47	66,46	83,47	93,87	1,70,10	69,58	2,09,09	2,72,27	3,22,00	
44,90	33,16	55,69	39,26	32,76	76,47	87,45	53,06	41,37	34,11	
1,16,28	1,18,74	1,13,15	86,16	85,47	69,56	53,24	19,81	18,24	25,28	
1,68,40	79,16	70,13	55,94	45,78	63,47	53,92	79,28	90,04	88,14	
2,17	4,25	22,26	19,77	15,2	10,45	7,09	5,35	3,56	2,13	
8,67	8,95	92	17	96	44	67	—1,40	—34	1,68	
59,87	51,02	86,24	82,79	95,26	71,01	31,08	36,97	84,20	99,42	
...	1	—1	...	...	—9	...	...	23	—23	
2,55	27	17	2,57	8,32	1,73	41	4,69	46	93	
10,12	39,35	18,04	4,89	19,78	6,64	—57	2,21	1,60	2,14	
94	3	27	2,22	31	—26	56	6,18	9,85	99	
—2,83	9,43	10,59	17,19	12,74	22,33	30,53	43,74	39,28	39,53	
3,79	2,10	13	5,37	4,34	13,92	4,60	19,79	50,64	25,28	
4,59	—19,88	7,39	17,47	47,19	99,17	52,83	31,08	23,65	30,32	
8,19	11,65	8,74	8,15	4,83	1,22	24,96	34,22	33,49	14,04	
2,51	1,18	2,16	45	82	4	1	...	1	9	
...	...	...	...	...	...	...	7,73	1,33	41	
1,77	27	...	...	—39	19	...	26	14,69	11,32	
...	...	...	...	...	...	7,48	62	1	19	
...	...	...	...	...	...	1,04	1,48	10	2,93	
...	...	...	...	...	...	...	...	2,04	1,56	
...	...	...	...	...	...	8,24	1,39	16	...	
...	...	5,81	6,10	22,96	57,95	48,51	26,93	7,87	—13,06	
...	...	...	...	...	...	...	...	...	14,10	
1,01	6,21	5	24	...	...	...	...	...	...	
...	2	24	—1	10	20	38	10	2	26	
3	7	17	13	...	...	...	...	...	...	
41	24	79	—6	22	20	72	74	14	—9	
5,27	1,28	16	47	8	72	20	3,23	16	1,82	
3,98	81	...	...	...	...	5	...	—1	...	
37	7	22	—23	—8	—5	8	...	4	1	
11,80,61	10,44,17	12,40,27	8,99,98	9,65,10	11,59,36	11,65,11	12,26,14	14,88,37	14,56,03	

APPEN

Capital outlay on the different classes of

	Mileage.		
	Open.	Under construction.	Total.
PART I.			
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH PASS THROUGH THE GOVERNMENT ACCOUNTS.	Miles.	Miles.	Miles.
(*i*).—State lines worked by Companies	15,789·93	1,280·87	17,070·80
(*ii*).—State lines worked by the State	6,105·07	295·40	6,400·47
(*iii*).—Companies' lines guaranteed under the old contracts	904·01	1·00	905·01
(*iv*).—Companies' lines guaranteed under modern contracts	32·04	...	32·04
(*v*).—District Boards' lines	103·36	...	103·36
(*vi*).—Branch Line Companies, receiving rebates from traffic interchanged with main lines.	403·15	...	403·15
TOTAL OPEN LINES AND LINES PARTLY OPEN ...	23,337·56	1,577·27	24,914·83
(*vii*).—Lines wholly under construction by State agency	...	601·37	601·37
(*viii*).—Lines wholly under construction by Companies	...	268·40	268·40
TOTAL (*vii*) AND (*viii*) ...	...	869·77	869·77
(*ix*).—Unclassified expenditure including collieries, &c.	...	...	...
TOTAL PART I ...	23,337·56	2,447·04	25,784·60
PART II.			
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH DO NOT PASS THROUGH THE GOVERNMENT ACCOUNTS.			
(*i*).—Branch Line Companies, receiving rebates from traffic interchanged with main lines.	580·38	...	580·38
(*ii*).—Assisted Companies' lines—			
(*a*) Subsidized by the Government of India	162·36	...	162·36
(*b*) Subsidized by Local Governments	136·26	8·52	144·78
(*c*) Subsidized by District Boards	158·00	...	158·00
(*d*) Receiving land only from Government	1,193·76	82·67	1,276·43
TOTAL (*ii*) ...	1,650·38	91·19	1,741·57
(*iii*).—Unassisted Companies' lines	41·77	...	41·77
(*iv*).—Native State lines—			
(*a*) Worked by Native States	1,338·30	27·38	1,365·68
(*b*) Worked by Companies	1,840·12	152·88	1,993·00
(*c*) Worked by State railway agency	235·28	...	235·28
TOTAL (*iv*) ...	3,413·70	180·26	3,593·96
(*v*).—Foreign State lines	73·60	...	73·60
TOTAL OPEN LINES AND LINES PARTLY OPEN ...	5,759·83	271·45	6,031·28
(*vi*).—Lines wholly under construction by private Companies	...	126·88	126·88
(*vii*).—Lines wholly under construction by Native States	...	19·25	19·25
TOTAL (*vi*) AND (*vii*) ...	...	146·13	146·13
(*viii*).—State outlay on the Patri branch (Bombay, Baroda and Central India railway) ...	...	...	...
TOTAL PART II ...	5,759·83	417·58	6,177·41
GRAND TOTAL ...	29,097·39	2,864·62	31,962·01
ABSTRACT.			
Outlay on open lines and lines partly open—(*i* to *vi*, Part I, and *i* to *v*, Part II) ...	29,097·39	1,848·72	30,946·11
Outlay on lines wholly under construction—(*vii* and *viii*, Part I, and *vi* and *vii*, Part II)	...	1,015·90	1,015·90
Unclassified expenditure (*ix*, Part I)	...	...	...

DIX 8.

railways at the close of the year 1906.

Capital outlay at close of 1906. (In thousands of rupees.)			Remarks.
Open lines.	Lines under construction.	Total.	
2,23,64,80	5,60,14	2,29,24,94	The outlay included in Part I under "State lines worked by Companies" on account of the railways purchased by the State from the East Indian, the South Indian, and the Great Indian Peninsula Railway Companies, and under "State lines worked by the State" on account of the railways purchased from the Eastern Bengal, the Sind, Punjab and Delhi and the Oudh and Rohilkhand Guaranteed Railway Companies, represents the actual Capital expenditure incurred by the Companies up to the date of purchase and subsequently by the State.
93,07,49	2,29,59	95,37,08	
14,03,40	...	14,03,40	
29,24	...	29,24	
47,98	...	47,98	
3,17,46	...	3,17,46	
3,34,70,37	7,89,73	3,42,60,10	
...	3,29,89	3,29,89	
...	1,34,33	1,34,33	
...	4,64,22	4,64,22	
...	...	96,63	
3,34,70,37	12,53,95	3,48,20,95	
3,10,64	...	3,10,64	
1,57,26	...	1,57,26	
1,25,00	62	1,25,62	
74,01	...	74,01	
8,49,29	23,76	8,73,05	
12,05,56	24,38	12,29,94	
27,56	...	27,56	
4,72,26	2,77	4,75,03	
12,92,34	31,84	13,24,18	
1,34,41	...	1,34,41	
18,99,01	34,61	19,33,62	
1,50,79	...	1,50,79	
35,93,56	58,99	36,52,55	
...	28,64	28,64	
...	3,60	3,60	
...	32,24	32,24	
...	...	8,08	
35,93,56	91,23	36,92,87	
3,70,63,93	13,45,18	3,85,13,82	
3,70,63,93	8,48,72	*3,79,20,73	* Includes Rs. 8,08,000, item (viii) of Part II.
...	4,96,46	4,96,46	
...	...	96,63	

APPEN

Capital liability on account of Railways classed

Railways.	(1) Share Capital of purchased Railways being paid off by Annuities.						(2)	(3)	(4)	(5)	(6)
		Deduct.									
	Commuted value of stock purchased.	Commuted Capital representing Annuities which were purchased by creation of debt (liability included in column 3).	New Stock of Great Indian Peninsula Railway Company issued in exchange for portion of Annuity.	Net capital to be paid off by Annuities.	*Deduct* amount redeemed by Annuity payments.	Net outstanding.	State outlay.	Debt incurred for purchase of Railways.	Capital advanced by Government to Companies.	Capital raised by Companies on Secretary of State's uarantee (including over drafts).	Total Capital liability.
India, General.	£	£	£	£	£	£	£	£	£	£	£
1. East Indian	32,750,000	7,299,157	...	25,450,843	2,519,369	22,931,474	8,564,634	7,635,075	...	8,000,000	47,131,183
2. Rajputana-Malwa (incldg. Godhra-Ratlam Nagda).	...	...	...	...	...	...	10,768,446	...	...	...	10,768,446
3. Rewari-Phulera	...	...	...	...	...	...	335,378	...	...	...	335,378
4. Palanpur-Deesa	...	...	...	...	...	...	15,944	...	...	...	15,944
5. Bhopal	...	...	...	...	...	...	217,189	...	...	...	217,189
6. State railway stores	...	...	...	...	...	...	10,633	...	...	...	10,633
7. Expenditure in England for stores purchased and remaining unappropriated.	...	...	...	...	...	...	111,332	...	...	...	111,332
Central Provinces.											
8. Warora Colliery	...	...	...	...	...	...	85,624	...	...	...	85,624
9. Umaria ,, (depreciation on works).	...	...	...	...	...	...	12,178	...	...	...	12,178
10. Bilaspur-Etawah	...	...	...	...	...	...	5,009	...	...	...	5,009
11. Nagpur-Chhattisgarh (depreciation account).	...	...	...	...	...	...	43,802	...	...	...	43,802
Burma.											
12. Burma Railway Extensions	...	...	...	...	...	...	829,335	...	...	...	829,335
Assam.											
13. Jorhat	...	...	...	...	...	...	60,612	...	...	...	60,612
Bengal.											
14. Eastern Bengal system*	3,391,917	543,817	...	2,848,100	249,811	2,598,289	9,849,374	1,374,901	...	...	13,822,564
15. Murshidabad Branch	...	...	...	...	...	...	566,987	...	...	...	566,987
16. Dhubri-Gauhati	...	...	...	...	...	...	524,360	...	...	...	524,360
17. Tirhoot	...	...	...	...	...	...	3,757,929	...	...	...	3,757,929
18. Tirhoot new Extensions	...	...	...	...	...	...	731,427	...	...	...	731,427
19. Ranaghat-Bhagwangola	...	...	...	...	...	...	20,163	...	...	...	20,163
20. Katihar-Godagari	...	...	...	...	...	...	378,319	...	...	...	378,319
United Provinces.											
21. Oudh and Rohilkhand	...	...	...	...	...	...	4,099,851	10,728,742	...	...	14,828,593
22. Agra-Delhi Chord	...	...	...	...	...	...	852,687	...	...	...	852,687
23. Allahabad-Jaunpur	...	...	...	...	...	...	205,138	...	...	...	205,138
24. Forbesganj-Nepaul	...	...	...	...	...	...	3,267	...	...	...	3,267
Punjab.											
25. North Western	14,009,124	4,911,216	...	9,097,908	742,786	8,355,122	31,076,535	4,188,601	...	...	43,570,253
26. Shadera-Sangla	...	...	...	...	...	...	158,720	...	...	...	158,720
27. Jech Doab (southern sec.)	...	...	...	...	...	...	462,364	...	...	...	462,364
28. Quetta-Nushki	...	...	...	...	...	...	580,239	...	...	...	580,239
29. Frontier Railway Reserve	...	...	...	...	...	...	293,212	...	...	...	293,212
30. Petroleum Operations, Baluchistan.	...	...	...	...	...	...	7,946	...	...	...	7,946
31. Jullundur-Hoshiarpur	...	...	...	...	...	...	969	...	...	...	969
32. Ludhiana-Ferozepore	...	...	...	...	...	...	1,887	...	...	...	1,887
33. Kalka-Simla	...	...	...	...	...	...	1,087,096	...	...	...	1,087,096
34. Loi Shilman	...	...	...	...	...	...	117,829	...	...	...	117,829
Carried over	50,151,041	12,754,190	...	37,396,851	3,511,966	33,884,885	75,836,415	23,877,319	...	8,000,000	141,598,619

* Includes the Bengal Central railway.

DIX 9.

as State railways at end of 1906.

Railways.	(1) Share Capital of Purchased Railways being paid off by annuities. Commuted value of stock purchased.	Deduct. Commuted capital representing annuities which were purchased by creation of debt (liability included in column 3).	Deduct. New stock of Great Indian Peninsula Railway Company issued in exchange for portion of annuity.	Net capital to be paid off by annuities.	Deduct amount redeemed by annuity payments.	Net outstanding.	(2) State outlay.	(3) Debt incurred for purchase of Railways.	(4) Capital advanced by Government to Companies.	(5) Capital raised by Companies on Secretary of State's guarantee (including overdrafts).	(6) Total capital liability.
	£	£	£	£	£	£	£	£	£	£	£
Brought forward ...	50,151,041	12,754,190	...	37,396,851	3,511,966	33,884,885	75,836,415	23,877,319	...	8,000,000	141,598,619
Madras.											
35. South Indian (including Pamban Branch).	...	...	...	...	...	...	2,112,526	4,726,169	...	1,448,000	8,286,695
36. Tinnevelly-Quilon (British section).	...	...	...	...	...	...	2,787	...	...	287,209	289,996
37. Tinnevelly-Quilon (Native State section).	...	...	...	...	...	...	11,815	...	...	774,791	786,606
38. Azhikal-Mangalore . .	...	...	...	...	...	...	801,311	...	...	...	801,311
39. North-East line, Madras railway (East Coast Railway, southern section).	...	...	...	...	...	...	4,381,072	...	...	...	4,381,072
40. Nilgiri	...	...	...	...	...	...	249,520	...	...	...	249,520
41. Bezwada extension . .	...	...	...	...	...	...	78,735	...	...	...	78,735
42. Bezwada-Masulipatam .	...	...	...	...	...	...	...	...	67,278	...	67,278
43. Guntakal-Mysore frontier .	...	...	...	...	...	...	394,999	...	...	...	394,999
44. Tanjore District Board .	...	...	...	...	...	...	198,491	...	77,733	41,047	317,271
45. Vizagapatam-Kalpur . .	...	...	...	...	...	...	16,336	...	...	...	16,336
46. Hospet-Kottur . . .	...	...	...	...	...	...	93,907	...	...	...	93,907
47. Bellary-Rayadrug . .	...	...	...	...	...	...	51,898	...	...	...	51,898
48. Tirupattur-Krishnagiri .	...	...	...	...	...	...	71,917	...	...	...	71,917
49. Morappur-Dharmapuri .	...	...	...	...	...	...	55,789	...	...	...	55,789
50. Coonoor-Ootacamund . .	...	...	...	...	...	...	84,030	...	...	...	84,030
51. Rameswaram Extension .	...	...	...	...	...	...	38,370	...	...	...	38,370
Bombay.											
52. Great Indian Peninsula .	34,859,218	...	1,750,000	33,109,218	2,302,216	30,807,002	1,159,588	5,964,666	2,200,000	2,575,000	42,706,256
53. Bombay, Baroda and Central India.	...	...	...	...	...	...	1,057,010	12,499,144	...	2,000,000	15,556,154
54. Jodhpur-Hyderabad (British section).	...	...	...	...	...	...	271,376	...	...	...	271,376
55. Kurnool-Road-Kurnool .	...	...	...	...	...	...	1,357	...	...	...	1,357
56. Southern Mahratta (depreciation on works).	...	...	...	...	...	...	35,138	...	...	...	35,138
57. Sabarmati-Dholka . .	...	...	...	...	...	...	3,993	...	...	...	3,993
58. Barat-Kotah	...	...	...	...	...	...	122,037	...	...	...	122,037
59. Nagda-Muttra . . .	...	...	...	...	...	...	1,174,562	...	...	...	1,174,562
	85,010,259	12,754,190	1,750,000	70,506,069	5,814,182	64,691,887	88,304,979	47,067,298	2,345,011	15,126,047	217,535,222
Leased Lines.											
60. Assam-Bengal . . .	...	...	...	...	...	...	5,339,428	...	...	2,855,900	8,195,328
61. Bengal-Nagpur . . .	...	...	...	...	...	...	2,661,962	...	9,068,961	3,765,147	19,896,070
62. Burma	...	...	...	...	...	...	5,127,488	...	...	3,997,228	9,124,716
63. Indian Midland . . .	...	...	...	...	...	...	...	...	2,143,148	5,918,472	8,061,620
4. Lucknow-Bareilly . .	...	...	...	...	...	...	341,409	...	324,357	147,000	812,766
65. Mysore	...	...	...	...	...	...	...	...	...	1,200,000	1,200,000
66. Southern Mahratta . .	...	...	...	...	...	...	1,105,228	...	2,129,900	4,865,000	8,100,128
	...	...	...	...	...	...	13,975,515	...	13,666,366	27,748,747	55,390,628
Branch Lines.											
67. Hardwar-Dehra . . .	...	...	...	...	...	...	...	...	...	194,952	194,952
Total .	85,010,259	12,754,190	1,750,000	70,506,069	5,814,182	64,691,887	102,280,494	47,067,298	16,011,377	43,069,746	273,120,802

Note.—The propia paid in purchase of companies' lines are as under:—

	£		Rs.
East Indian railway	6,550,000	@ Rs. 15 = £ 1 =	9,82,50,000
Eastern Bengal railway	1,136,437	,, =	1,70,46,555
Sindh-Punjab and Delhi railway	2,933,804	,, =	4,40,07,060
South Indian railway	989,277	,, =	1,48,39,155
Oudh and Rohilkhand railway	1,036,049	,, =	1,55,40,735
Great Indian Peninsula railway	14,859,218	,, =	22,28,88,270
Bombay, Baroda and Central India railway	4,135,280	,, =	6,20,29,200

Main results of working Indian railways

Year.	Mileage open.	In thousands of rupees.				Gross earnings per mile per week.	Percentage of working expenses to gross earnings.	Percentage of net earnings on Capital outlay on lines wholly and partly open.	Passengers.			Goods.		
		Capital outlay.	Gross earnings.	Working expenses.	Net earnings.				Number carried in thousands.	Earnings in thousands of rupees.	Average rate charged per mile in pies.	Quantity carried in thousands of tons.	Earnings in thousands of rupees.	Average rate charged per ton per mile in pies.
						Rs.								
1853	20	37,96	90	41	49	87	45·56	1·29	...	...	...	...	...	...
1854	71	4,00,00	2,31	1,42	89	63	61·47	0·22	...	...	...	...	...	...
1855	169	5,50,00	8,13	4,55	3,58	93	55·97	0·65	...	...	...	...	...	...
1856	272	8,00,00	16,10	6,74	9,36	114	41·87	1·17	...	...	...	...	...	...
1857	287	12,00,00	25,43	10,54	14,89	170	41·45	1·24	...	...	...	...	...	...
1858	427	16,00,00	33,82	15,63	18,19	152	46·22	1·14	...	...	...	...	...	...
1859	625	22,50,00	57,24	27,74	29,50	176	48·46	1·31	...	...	...	...	...	...
1860	833	26,66,00	66,67	37,08	29,59	153	55·61	1·11	...	...	...	...	...	...
1861	1,587	34,00,00	98,63	58,09	40,54	120	58·90	1·19	...	...	...	...	...	...
1862	2,383	48,00,00	1,34,45	80,32	54,13	111	59·74	1·13	...	...	...	...	...	...
1863	2,507	53,00,00	2,20,47	1,33,04	87,43	169	60·34	1·65	...	...	...	...	...	...
1864	2,958	58,00,00	2,35,89	1,70,85	1,15,04	186	59·76	1·98	...	...	...	...	...	...
1865	3,363	63,00,00	4,25,84	2,24,27	2,01,57	244	52·43	3·20	...	...	...	...	...	...
1866	3,563	70,00,00	4,91,91	2,59,33	2,32,53	266	52·73	3·32	...	...	...	...	...	...
1867	3,929	80,00,00	5,44,54	2,93,76	2,50,78	266	53·95	3·13	...	...	...	...	...	...
1868	4,008	84,00,00	5,67,09	3,07,46	2,59,63	272	54·22	3·09	...	...	...	...	...	...
1869	4,255	89,00,00	6,13,10	3,41,74	2,71,36	277	55·74	3·05	...	...	...	...	...	...
1870	4,771	90,00,50	6,66,67	3,63,15	3,03,52	269	54·47	3·37	...	...	...	...	...	
1871	5,074	90,00,70	6,59,20	3,67,97	2,91,23	250	55·82	3·24	...	...	...	...	...	...
1872	5,369	90,00,90	6,82,96	3,73,45	3,09,51	245	54·68	3·44	...	...	...	...	...	...
1873	5,637	91,72,60	7,22,90	3,77,85	3,45,05	244	52·28	3·76	...	...	...	...	...	...
1874	6,226	95,87,15	8,33,77	4,03,89	4,29,88	258	48·44	4·48	...	...	...	...	...	...
1875	6,541	1,00,96,28	7,91,37	3,97,48	3,93,89	233	50·23	3·90	...	...	...	...	...	...
1876	6,860	1,04,77,85	9,33,83	4,46,45	4,87,38	262	47·81	4·65	...	...	...	...	...	...
1877	7,320	1,09,04,24	12,11,28	5,38,68	6,72,60	318	44·47	6·17	...	...	...	...	...	...
1878	8,201	1,18,29,55	11,25,30	5,62,38	5,62,92	269	49·97	4·76	...	...	...	...	...	...
1879	8,475	1,22,32,97	12,08,15	6,26,28	5,81,87	275	51·84	4·76	...	...	...	...	...	...
1880	8,996	1,28,56,91	12,86,55	6,48,00	6,38,55	282	50·37	4·97	...	...	...	...	...	...
1881	9,858	1,40,80,80	14,32,31	7,07,12	7,25,19	285	49·37	5·16	54,764	3,79,23	2·78	13,214	9,55,97	7·95
1882	10,069	1,43,24,42	15,35,23	7,66,81	7,68,42	294	49·95	5·36	58,876	4,08,37	2·71	14,833	10,15,97	7·91

DIX 10.

as one system from the commencement.

Year.	Mileage open.	In thousands of rupees.				Gross earnings per mile per week.	Percentage of working expenses to gross earnings.	Percentage of net earnings on capital outlay on lines wholly and partly open.	Passengers.			Goods.		
		Capital outlay.	Gross earnings.	Working expenses.	Net earnings.				Number carried in thousands.	Earnings in thousands of rupees.	Average rate charged per mile in pies.	Quantity carried in thousands of tons.	Earnings in thousands of rupees.	Average rate charged per ton per mile in pies.
						Rs.								
1883 .	10,447	1,48,30,56	16,38,94	7,97,05	8,41,89	301	48·62	5·68	65,099	4,09,08	2·60	16,999	11,28,89	7·30
1884 .	11,527	1,55,45,04	16,06,62	8,15,62	7,91,00	276	50·76	5·09	73,815	4,46,84	2·56	16,663	10,56,59	7·35
1885 .	12,208	1,61,91,78	17,98,96	8,86,33	9,12,63	284	49·27	5·64	80,865	4,78,12	2·52	18,925	11,91,54	6·89
1886 .	12,865	1,70,49,89	18,70,46	8,93,10	9,77,36	285	47·75	5·73	88,436	5,09,77	2·51	19,576	12,38,59	7·02
1887 .	14,068	1,82,37,93	18,46,81	9,10,33	9,36,48	260	49·31	5·12	95,412	5,35,32	2·51	20,196	11,92,93	7·17
1888 .	14,525	1,93,04,33	19,76,45	9,87,44	9,89,01	263	49·96	5·12	103,156	5,69,06	2·71	22,393	12,79,04	6·87
1889 .	15,900	2,05,04,61	20,49,37	10,37,74	10,11,63	257	50·64	4·93	110,650	6,13,74	2·52	22,249	13,05,56	6·88
1890 .	16,404	2,13,67,04	20,67,01	10,30,89	10,36,12	243	49·87	4·85	114,082	6,25,81	2·51	22,613	12,99,52	7·11
1891 .	17,263	2,21,06,42	24,04,03	11,30,39	12,73,64	271	47·02	5·76	122,855	6,86,13	2·52	26,159	15,60,81	6·75
1892 .	17,769	2,27,30,00	23,22,93	10,90,35	12,32,58	253	46·94	5·42	127,388	6,91,15	2·52	26,335	14,77,52	6·70
1893 .	18,459	2,33,17,87	24,08,42	11,34,77	12,73,65	254	47·12	5·46	135,520	7,29,57	2·50	28,847	15,21,63	6·60
1894 .	18,840	2,37,79,01	25,50,89	11,98,40	13,52,49	262	46·98	5·69	145,727	7,57,58	2·56	32,644	16,24,32	6·42
1895 .	19,467	2,44,38,05	26,23,69	12,11,99	14,11,70	261	46·19	5·78	153,081	8,02,21	2·49	33,628	16,36,94	6·36
1896 .	20,209	2,68,95,23	25,36,14	12,13,84	13,22,30	245	47·86	4·92	159,509	8,22,07	2·45	32,471	15,41,51	6·45
1897 .	21,115	2,82,12,04	25,50,11	12,47,73	13,12,38	233	48·74	4·65	150,534	7,62,13	2·47	33,926	15,88,89	6·36
1898 .	22,024	2,92,09,20	27,41,31	12,98,68	14,42,63	244	47·37	4·94	151,566	7,58,68	2·50	35,642	17,84,97	6·00
1899 .	23,507	3,08,50,12	29,36,78	13,93,36	15,43,42	246	47·45	5·00	161,729	8,09,39	2·51	39,748	19,19,82	5·98
1900 .	Revised 24,752	3,29,53,34	31,54,32	15,09,31	16,45,01	245	47·85	4·99	176,308	8,95,07	2·51	42,896	20,36,52	5·88
1901 .	25,363	3,39,16,89	33,60,38	15,72,45	17,87,93	255	46·79	5·27	194,749	10,07,17	2·48	43,392	21,23,67	5·77
1902 .	25,931	3,49,77,34	33,92,69	16,70,49	17,22,20	252	49·24	4·92	196,648	10,27,48	2·51	45,537	21,23,41	5·68
1903 .	26,956	3,41,11,23	36,00,82	17,11,09	18,89,73	257	47·52	5·54	210,231	10,98,14	2·51	47,684	22,41,92	5·64
1904 .	27,565	3,52,35,95	39,64,97	18,77,50	20,87,47	277	47·36	5·91	227,097	11,76,20	2·51	52,051	25,18,81	5·39
1905 .	28,295	3,66,93,94	41,68,09	19,94,00	21,74,09	283	47·84	5·92	243,157	12,73,83	2·47	54,936	26,20,71	5·19
1906 .	29,097	3,79,20,73	44,11,73	22,00,74	22,10,99	292	49·88	5·63	271,063	13,63,31	2·46	58,869	27,59,69	5·42

APPEN

Summary of the general

Indian Railways trea

Calendar year.	GENERAL RESULTS			
	Total Capital outlay in thousands of rupees.	Gross earnings in thousands of rupees.	TOTAL WORKING EXPENSES.	
			Amount in thousands of rupees.	Proportion per cent. to gross earnings.
1	2	3	4	5
1902	3,49,77,34	33,92,69	16,70,49	49·24
1903	3,41,11,23	36,00,82	17,11,09	47·52
1904	3,52,85,95	39,64,97	18,77,50	47·36
1905	3,66,93,94	41,68,09	19,94,00	47·84
1906	3,79,20,73	44,11,73	22,00,74	49·88

Calendar year.	GROSS EARNINGS IN THOUSANDS									
	COACHING TRAFFIC.							Goods		
	1st class.	2nd class.	Intermediate class.	3rd class.	Season and vendors' tickets.	Other Coaching Traffic.	Total Coaching Traffic (sum of 15 to 20).	Total Goods Traffic (sum of 23 to 27).	General merchandise.	Coal and coke for the public and foreign railways.
14	15	16	17	18	19	20	21	22	23	24
1902	38,57	56,59	67,60	8,54,97	9,75	1,47,60	11,75,08	21,23,41	17,40,72	2,26,75
1903	41,56	58,13	71,68	9,16,31	10,46	1,56,26	12,54,40	22,41,92	18,53,45	2,29,93
1904	40,76	59,78	74,84	9,89,53	11,19	1,61,36	13,37,56	25,18,81	20,85,56	2,56,13
1905	45,12	64,66	83,06	10,68,76	12,23	1,64,69	14,38,52	26,20,71	21,32,22	2,89,19
1906	47,23	67,35	86,87	11,53,48	13,38	1,68,34	15,36,65	27,59,69	22,36,58	3,21,84

Number of passengers and quantity of goods carried, the average miles

Calendar year.	PASSENGERS CARRIED IN THOUSANDS, THE AVERAGE MILES CARRIED AND											
	1ST CLASS.			2ND CLASS.			INTERMEDIATE CLASS.			3RD CLASS.		
	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.
36	37	38	39	40	41	42	43	44	45	46	47	48
1902	563	102·28	12·86	2,530	82·30	5·21	6,813	61·30	3·11	171,716	41·08	2·33
1903	594	101·71	12·21	2,580	78·13	5·54	7,214	61·64	3·09	184,292	40·94	2·33
1904	608	95·98	13·41	2,715	74·23	5·69	7,394	62·89	3·09	199,651	40·71	2·34
1905	662	98·29	13·81	2,949	72·92	5·77	8,104	63·78	3·09	218,413	40·92	2·30
1906	684	100·71	13·16	3,026	74·47	5·74	8,494	64·12	3·06	239,391	40·36	2·29

DIX 11.

results of working

ted as one system.

OF WORKING.

NET EARNINGS.		PER MILE OPEN.			PER TRAIN-MILE.			REMARKS.
Amount in thousands of rupees.	Percentage on Capital outlay.	Gross earnings.	Working expenses.	Net earnings.	Gross earnings.	Working expenses.	Net earnings.	
6	7	8	9	10	11	12	13	
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
17,22,20	4·92	13,084	6,442	6,642	3·67	1·81	1·86	
18,89,73	5·54	13,358	6,348	7,010	3·75	1·78	1·97	The decrease in the capital outlay for 1903 is due to the revision of the capital outlay hitherto adopted for lines purchased by the State from Guaranteed Railway companies.
20,37,47	5·91	14,384	6,811	7,573	3·86	1·83	2·03	
21,74,09	5·92	14,731	7,047	7,684	3·89	1·86	2·03	
22,10,99	5·83	15,162	7,563	7,599	3·85	1·92	1·93	

OF RUPEES.

TRAFFIC.					WORKING EXPENSES IN THOUSANDS OF RUPEES.						
Military stores.	Revenue stores, including coal and material for construction.	Miscellaneous.	Electric telegraph.	Steamboat and sundries.	Engineering.	Locomotive.	Carriage and wagon.	Traffic.	General.	Other expenses (steamboat, contribution to Provident Fund and special and miscellaneous expenditure).	
25	26	27	28	29	30	31	32	33	34	35	
21,67	1,14,93	25,08	7,32	86,88	3,89,67	5,78,85	1,76,38	2,73,70	1,63,70	88,19	
23,07	1,13,90	27,31	7,84	96,66	3,88,99	6,11,95	1,52,51	2,92,19	1,68,91	96,54	
19,14	1,31,04	32,27	8,00	1,00,60	4,37,28	6,72,07	1,76,74	3,10,25	1,75,67	1,05,49	The totals of columns 23 to 27 are more than the figures shown in column 22 by the amount of the Cawnpore-Burhwal link earnings.
20,63	1,46,51	33,77	8,79	1,00,07	4,81,59	7,02,38	1,84,05	3,31,02	1,86,93	1,03,03	
20,58	1,51,54	37,20	8,63	1,06,76	5,43,21	7,72,80	2,03,66	3,71,27	1,98,04	1,11,66	

carried and the average rate charged, and the train-mileage run by railways in India.

THE AVERAGE RATE CHARGED.					TRAIN-MILES RUN (IN THOUSANDS).				GOODS TRAFFIC.		
SEASON AND VENDORS' TICKETS.			TOTAL NO. OF PASSENGERS CARRIED.								
No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Coaching.	Goods.	Mixed.	Total train-mileage (includes miscellaneous train-mileage).	Tons carried (in thousands).	Average miles carried.	Average rate charged per mile in pies.
49	50	51	52	53	54	55	56	57	58	59	60
15,026	8·85	1·41	196,648	40·03	21,708	36,019	31,781	92,527	45,537	157·54	5·68
15,551	8·75	1·48	210,231	39·90	25,889	36,308	31,438	95,960	47,684	159·93	5·64
16,729	9·08	1·41	227,097	39·66	31,577	38,797	28,620	102,721	52,051	172·42	5·39
18,029	9·16	1·42	248,157	39·90	33,491	39,712	29,892	107,045	54,936	176·60	5·19
19,468	9·57	1·38	271,063	39·43	37,155	41,693	31,014	114,554	58,362	165·97	5·42

APPENDIX 12.

General results of working each railway system.

Number. Main head.	Number. Sub-head.	Railway system (vide Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
		5' 6" GAUGE.								
...	...	Bengal Central ...	1902	1,911	159	13,17	7,43	5,74	56·43	‡ Figures shown are only for the first-half of the year. Those for the second-half have been included with Eastern Bengal State railway, broad gauge.
			1903	1,989	206	15,09	10,01	5,08	66·35	
			1904	2,041	235	15,60	10,20	5,40	65 40	
			1905	‡1,070	‡76	16,66	‡5,08	‡1,58	‡76·28	
			1906	§	§	§	§	§	§	
1	(a), (b) and (e)	Bengal-Nagpur ...	1902	6,472	2,880	1,42,18	72,80	69,38	51·20	§ Included with the Eastern Bengal State railway, broad gauge.
			1903	6,469	2,918	1,55,48	85,02	70,46	54·69	
			1904	7,745	3,881	1,89,12	93,25	95,87	49 31	
			1905	8,902	3,975	2,41,71	1,10,68	1,34,03	45·23	
			1906	9,334	4,645	2,69,47	1,27,93	1,41,51	47·49	
2	(a), (c) to (f), (n) and (o)	Bombay, Baroda and Central India.	1902	18,894	1 927	1,71 20	83,83	87,37	48·96	
			1903	19,654	1,770	1,83,76	91,78	92,03	49·92	
			1904	21,685	1,797	1,91,08	90,19	1,00,89	47·20	
			1905	23,489	2,055	2,11,73	92,47	1,19,26	43 67	
			1906	24,889	2,344	2,19,23	1,03,54	1,15,69	47·23	
3	(a)	Eastern Bengal State ...	1902	13,654	1,860	1,04,83	50,03	53,80	48 18	
			1903	14,331	2,654	1,02,22	51,39	50,83	50 27	
			1904	14,680	2,6 0	1,08,77	57,80	50,97	53·14	
			1905	17,090	2,975	1,18,00	64,44	53,56	54·61	
			1906	21,138	3,694	1,41,12	83,13	57,99	58·0	
4	(a) to (d)	East Indian	1902	23,256	10,484	7,04,34	2,58,80	4,45,54	36·74	
			1903	24,282	10,702	7,26,62	2,46,23	4,80,39	33·89	
			1904	25,181	12,241	7,87,26	2,66,82	5,20,44	33 89	
			1905	25,988	12,236	7,79,46	2,82,15	4,97,31	36 20	
			1906	28,143	12 517	8,25,07	3,21,75	5,03,32	38·95	
5	(a)	Great Indian Peninsula ...	1902	18,349	3,278	4,24,25	2,12,87	2,11,38	50·17	
			1903	20,221	4,518	4,68,69	2,30,49	2,38,20	49·18	
			1904	22,454	5,092	5,86,20	2,92,83	2,93,37	49 96	
			1905	25,293	5,676	6,30,41	3,05,37	3,25,07	48·44	
			1906	27,391	5,859	6,41,02	3,22,01	3,22,01	50·0	
5	(b) to (g)	Indian Midland ...	1902	2,549	1,349	1,09,63	55,67	53,96	50 78	* Included with the Great Indian Peninsula railway.
			1903	*	*	1,00,38	49,68	50,65	49 52	
			1904	*	*	*	*	*	*	
			1905	*	*	*	*	*	*	
			1906	*	*	*	*	*	*	
6	(a) to (d)	Madras	1902	13,005	2,319	1,66,04	91,09	74,95	54·86	
			1903	13,712	2,349	1,73,47	1,01,50	71,97	58 51	
			1904	13,953	2,743	1,90,53	1,11,29	79,24	58·41	
			1905	14,396	2,822	2,08,41	1,22,39	86,02	58 73	
			1906	15,373	2,891	2,13,90	1,27,09	86,81	59·42	
8	(a) & (b)	Nizam's Guaranteed State ...	1902	1,750	935	46,96	18,73	28,23	39·89	
			1903	1,797	895	46,26	19,33	26,93	41 79	
			1904	1,476	878	46,53	16,83	29,70	36·17	
			1905	1,583	857	46,26	15,72	30,54	33·98	
			1906	1,707	870	48,33	18,43	29,90	38·13	
9	(a) to (f)	North Western State—								† Information not available.
		Commercial Section ...	1902	†	†	4,17,94	2,23,99	1,93,95	53·59	
			1903	†	†	4,89,77	2,20,61	2,69,16	45·04	
			1904	†	†	6,12,74	2,68,32	3,44,42	42·97	
			1905	†	†	5,99,17	2,81.14	3,18,03	46·92	
			1906	†	†	6,35,58	3,09,24	3,26,34	48·65	
		Military Section ...	1902	†	†	37,9	41,97	—4,88	113·16	
			1903	†	†	38,99	41,71	— 2,72	106·98	
			1904	†	†	46,00	52,19	—6,19	113 47	
			1905	†	†	43,07	43.97	— 90	102·09	
			1906	†	†	50,29	50,83	—54	101·07	
		Total ...	1902	20,822	5,934	4,55,03	2,65,96	1,89 07	58·44	
			1903	22,777	6,064	5,28,76	2,62,32	2,66,44	49·61	
			1904	25,524	6,431	6,58,74	3,15,51	3,43,23	47·89	
			1905	30,017	7,237	6,42,24	3,25.11	3,17,13	50·62	
			1906	33,588	8,051	6,85,87	3,60,07	3,25,80	52·50	
10	(a) to (e)	Oudh and Rohilkhand State ...	1902	8,332	2,302	1,34,18	68,81	65,37	51·28	
			1903	8,902	2,359	1,42,13	68,49	73,64	48·19	
			1904	9,776	2,541	1,53,60	82,95	72,65	53·31	
			1905	10,797	2,340	1,56,99	92,21	64,78	58·74	
			1906	11,869	2,256	1,68,01	88,53	79,48	52·69	
		3' 3⅜" GAUGE.								
11	(a)	Assam-Bengal ...	1902	1,763	326	20,96	18,42	2,54	87·86	
			1903	1,961	403	24 28	19,58	4,70	80·64	
			1904	2,220	361	30.10	28,57	1,53	94·92	
			1905	2,476	432	34,83	33,00	1,83	94·75	
			1906	2,732	604	42,20	37,92	4,28	89·86	

APPENDIX 12—*contd.*

General results of working each railway system—contd.

Number. Main head.	Number. Sub-head.	Railway system (*vide* Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
		3' 3⅜" GAUGE—*contd.*								
12	(*a*) & (*b*)	Bengal and North-Western ...	1902	10,126	1,460	1,01,50	47,04	54,46	46·35	
			1903	12,077	1,707	1,19,15	48,50	70,65	40·71	
			1904	12,910	1,789	1,29,09	51,60	78,30	39·70	
			1905	14,006	1,815	1,23,61	53,31	70,30	43·13	
			1906	15,160	2,089	1,43,83	69,93	79,·0	44·45	
13	(*a*) & (*b*)	Bengal Dooars	1902	362	91	5,27	2,69	2,58	51·09	
			1903	443	121	6,58	3,28	3,30	49·87	
			1904	519	171	7,61	3,96	3,65	52·02	
			1905	456	194	8,82	4,85	4,47	49·32	
			1906	453	201	9,93	4,05	5,88	40·79	
14	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.	1902	1,506	245	16,85	10,02	6,83	59·49	
			1903	1,699	264	19,54	9,82	9,72	50·27	
			1904	1,938	302	22,37	10,56	11,81	47·20	
			1905	2,105	284	22,40	10,99	11,41	49·06	
			1906	2,210	316	23,57	10,98	12,59	46·58	
15	(*a*)	Burma	1902	12,165	1,603	1,25,03	72,80	52,73	57·83	
			1903	14,220	1,860	1,36,14	83,95	52,19	61·66	
			1904	16,118	2,175	1,51,02	85,32	65,70	56·49	
			1905	16,874	2,480	1,57,76	95,95	61,81	60·82	
			1906	17,610	2,589	1,57,32	98,70	58,62	62·74	
16	(*a*)	Deoghur	1902	185	10	30	24	6	79·75	
			1903	262	15	41	30	11	73·17	
			1904	281	14	47	32	15	68·48	
			1905	273	14	45	32	13	71·11	
			1906	329	15	54	33	21	61·11	
17	(*a*) & (*b*)	Dibru-Sadiya	1902	302	510	9,10	4,98	4,12	54·77	
			1903	299	556	9,76	5,26	4,50	53·89	
			1904	339	613	10,04	5,70	4,34	56·75	
			1905	353	642	10,14	5,55	4,59	54·73	
			1906	396	667	10,73	6,40	4,33	59·65	
3	(*b*) to (*d*)	Eastern Bengal State ...	1902	*	1,049	80,81	39,93	40,88	49·41	* Included with Eastern Bengal State Railway (5' 6" gauge).
			1903	*	*	85,50	44,28	41,22	51·78	
			1904	*	*	89,55	50,17	39,38	56·02	
			1905	*	*	89,38	44,68	44,70	4·99	
			1906	*	*	1,09,60	54,23	50,37	54·04	
8	(*c*)	Hyderabad-Godavari Valley...	1902	1,216	587	22,88	13,20	9,68	57·69	
			1903	1,183	546	22,14	13,23	8,·8	59·38	
			1904	1,264	349	22,12	14,37	7,75	64·97	
			1905	1,591	373	29,64	16,35	13,29	55·16	
			1906	1,803	342	30,38	16,11	14,22	53·12	
18	(*a*) to (*c*)	Jodhpur-Bikaner ...	1902	1,378	456	25,02	13,06	11·96	52·18	
			1903	1,560	403	27,44	13,24	14,20	48·26	
			1904	1,702	439	30,60	13,51	17,09	44·15	
			1905	1,970	471	35,24	14,91	20·33	42·31	
			1906	2,107	587	40,76	18,66	22,10	45·78	
19	(*a*)	Morvi	1902	243	19	3,05	1,92	1,13	62·85	
			1903	257	19	2,98	1,53	1,45	51·43	
			1904	298	34	3,55	1,69	1,89	46·73	
			1905	286	49	3,23	1,49	1,74	46·13	
			1906	295	34	3,08	1,48	1,60	48·05	
6	(*e*) & (*f*)	Nilgiri and Shoranur-Cochin	1902	339	40	4,44	2,59	1,85	58·23	
			1903	695	156	6,28	3,56	2,72	56·58	
			1904	724	119	6,83	4,23	2,60	61·87	
			1905	732	105	7,02	4,92	2,10	70·09	
			1906	742	105	7,12	5,19	1,93	72·89	

APPENDIX 12—*contd.*

General results of working each railway system—contd.

Numbers. Main head.	Numbers. Sub-head.	Railway system. (*vide* Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
		3′ 3¾″ GAUGE—*concld.*								
2	(*b*) & (*g*) to (*m*)	Rajputana-Malwa ...	1902	12,091	2,230	2,65,04	1,25,79	1,39,25	47·46	
			1903	12,447	1,976	2,33,74	1,16,11	1,17,63	49·67	
			1904	13,194	2,117	2,41,37	1,14,80	1,26,57	47·56	
			1905	15,223	2,669	2,93,28	1,25,85	1,67,43	42·91	
			1906	16,891	2,691	2,89,52	1,36,96	1,52,56	47·31	
20	(*a*) & (*b*)	Rohilkund and Kumaon ...	1902	1,592	432	18,54	8,76	9,88	47·00	
			1903	1,546	419	18,16	8,47	9,69	46·65	
			1904	1,673	439	19,15	8,93	10,22	46·64	
			1905	1,772	441	19,88	10,13	9,75	50·96	
			1906	2,807	502	24,59	12,57	12,02	51·12	
21	(*a*) to (*f*)	South Indian ...	1902	15,387	1,910	1,10,10	50,97	59,13	45·32	
			1903	17,878	3,516	1,28,85	51,81	77,04	40·21	
			1904	19,164	3,503	1,34,40	60,62	73,78	45·10	
			1905	19,383	3,105	1,41,03	69,77	71,26	49·47	
			1906	20,351	3,233	1,44,68	81,00	63,68	55·99	
22	(*a*) to (*f*)	Southern Mahratta ...	1902	6,397	1,016	93,17	60,65	32,52	65·09	
			1903	6,698	1,089	95,58	58,96	36,62	61·51	
			1904	7,158	1,331	1,07,95	68,50	39,45	63·46	
			1905	8,404	1,342	1,14,26	69,36	44,90	60·70	
			1906	8,991	1,415	1,22,82	74,12	48,70	60·35	
23	(*a*)	Udaipur-Chitor ...	1902	179	27	2,17	1,20	97	53·31	
			1903	190	15	1,78	1,11	67	62·63	
			1904	162	11	1,51	98	53	64·86	
			1905	257	16	2,08	1,04	1,04	50·00	
			1906	276	27	2,48	1,12	1,36	45·16	
		2′ 6″ GAUGE.								
24	(*a*)	Baraset-Basirhat Light ...	1902	...	...	...	...	...	...	
			1903	...	...	...	...	...	...	
			1904	...	...	...	...	...	...	
			1905	298	2	1,11	55	56	49·55	
			1906	412	4	1,51	71	80	47·02	
25	(*a*)	Barsi Light	1902	72	50	1,50	97	53	64·81	
			1903	62	45	1,30	77	53	59·23	
			1904	77	59	1,67	1,02	65	61·09	
			1905	101	32	2,19	80	1,39	36·53	
			1906	177	57	2,19	1,09	1,10	49·77	
26	(*a*)	Bukhtiarpore-Behar Light ...	1902	...	...	...	...	...	...	
			1903	118	7	36	21	15	57·74	
			1904	298	25	1,14	48	65	41·90	
			1905	252	19	89	53	36	59·55	
			1906	274	28	1,11	63	48	56·76	
27	(*a*)	Cutch	1902	...	...	...	...	...	...	
			1903	...	...	...	...	...	...	
			1904	...	...	...	...	...	...	
			1905	3	7	22	6	16	27·27	
			1906	9	11	40	20	20	50·00	
30	(*b*)	Kalka-Simla	1902	...	...	...	...	...	...	
			1903	6	2	32	25	7	78·09	
			1904	84	25	5,90	3,82	2,08	64·41	
			1905	97	27	7,52	3,51	4,01	46·68	
			1906	96	32	7,64	4,57	3,07	59·82	

APPENDIX 12—*concld.*

General results of working each railway system—concld.

Number. Main head.	Number. Sub-head.	Railway system. (*vide* Appendix 38.)	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
		2′ 6″ GAUGE—*concld.*								
1	(*c*)	Mourbhanj	1902	...	...	...	...	...	...	
			1903	...	...	...	...	...	...	
			1904	...	...	...	...	...	...	
			1905	30	13	31	24	7	77·42	
			1906	64	12	45	23	22	51·11	
1	(*d*)	Parlakimedi Light ...	1902	...	...	...	...	...	...	
			1903	52	4	17	27	— 10	155·58	
			1904	59	7	21	22	— 1	106·29	
			1905	68	10	27	23	4	85·19	
			1906	82	7	21	31	—10	147·62	
29	(*c*)	Powayan Light ...	1902	258	24	76	53	23	70·24	
			1903	269	22	72	43	29	60·84	
			1904	272	25	78	47	31	60·34	
			1905	299	30	92	56	36	60·87	
			1906	322	32	1,00	60	40	60·00	
		Ranaghat-Krishnagar Light	1902	241	1	76	55	21	71·97	†Included with the Eastern Bengal State Railway metre and special gauges.
			1903	248	7	86	53	33	60·86	
			1904	†	†	‡41	‡29	‡12	70·24	
			1905	†	†	†	†	†	†	
			1906	†	†	†	†	†	†	
32	(*a*)	Tarakeshwar-Magra Light	1902	428	11	84	59	25	70·52	‡Figures shown only for the first-half of the year. Those for the second-half have been included with the Eastern Bengal State Railway metre and special gauges.
			1903	427	17	85	60	25	70·40	
			1904	472	23	90	62	28	69·25	
			1905	456	22	87	65	22	74·71	
			1906	508	26	1,00	67	33	67·00	
33	(*a*)	Tezpore-Balipara Light	1902	125	8	85	63	22	74·53	
			1903	145	9	95	67	28	70·72	
			1904	149	8	88	71	17	80·43	
			1905	155	14	1,03	76	27	73·79	
			1906	156	16	1,15	80	35	69·57	
6	(*g*) & (*h*)	Morapur-Dharmapuri and Tirupattur-Krishnagiri ...	1902	...	...	...	...	...	...	
			1903	...	...	...	...	...	...	
			1904	...	...	...	...	...	...	
			1905	37	2	13	14	—1	107·69	
			1906	245	14	79	81	—2	102·53	
		2′ 0″ GAUGE.								
35	(*a*)	Darjeeling-Himalayan	1902	80	33	8,50	4,72	3,78	55·54	
			1903	109	44	9,62	5,45	4,17	56·65	
			1904	139	44	10,45	5,78	4,72	53·46	
			1905	137	44	9,72	5,61	4,11	57·72	
			1906	134	44	9,81	5,78	4,03	58·92	
36	(*a*)	Howrah-Amta Light	1902	783	14	2,65	1,32	1,33	49·86	
			1903	808	17	2,77	1,39	1,38	50·32	
			1904	855	13	2,97	1,42	1,55	47·83	
			1905	940	17	3,29	1,51	1,78	45·90	
			1906	993	20	3,51	1,74	1,77	49·57	
37	(*a*)	Howrah-Sheakhala Light	1902	314	6	82	50	32	61·33	
			1903	343	7	87	52	35	59·85	
			1904	346	6	86	47	39	54·72	
			1905	351	6	88	50	38	56·82	
			1906	364	7	91	54	37	59·34	
38	(*a*)	Jorhat	1902	130	12	87	90	—3	104·22	
			1903	155	12	91	77	14	85·02	
			1904	163	10	74	78	—4	105·17	
			1905	167	10	79	76	3	96·20	
			1906	162	15	93	80	13	86·02	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Numbers.		Railway system, *vide* Appendix 38.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the public and foreign railways.		1. Raw.		2. (a) Twist and yarn, European.		2. (b) Twist and yarn, Indian.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*), (*b*) & (*c*)	Bengal-Nagpur	378	8,566	2,012,391	52,85,536	19,360	2,38,006	4,610	39,779	15,733	1,86,468
2	(*a*), (*c*) to (*f*) & (*n*) & (*o*)	Bombay, Baroda and Central India	649	14,455	77,402	3,22,675	172,186	17,60,407	622	9,028	15,918	2,41,849
3	...	Eastern Bengal State	833	9,101	562,568	4,47,352	3,261	12,456	1,921	14,049	3,567	28,504
4	...	East Indian	4,096	1,06,790	6,484,721	2,16,25,499	70,052	9,42,972	1,862	49,950	16,762	2,08,631
5	...	Great Indian Peninsula	1,322	54,868	219,622	6,69,398	363,527	87,23,423	12,340	2,26,869	16,089	2,00,063
6	(*a*) to (*d*)	Madras	645	15,370	361,826	8,31,560	38,365	3,58,690	4,905	43,560	16,365	1,40,236
8	(*a*) & (*b*)	Nizam's Guaranteed State	99	1,785	339,209	11,75,266	8,742	53,468	3,180	34,927	2,732	38,211
9	...	North Western State	4,260	97,946	153,869	4,20,468	33,917	9,34,068	1,623	32,866	8,098	1,38,127
10	...	Oudh and Rohilkhand State	666	8,027	85,444	2,69,378	28,086	1,52,347	2,171	19,351	6,786	47,634
		3′ 3½″ gauge.										
11	...	Assam-Bengal	128	1,711	22,806	63,896	2,570	19,627	677	3,022	376	3,410
12	...	Bengal and North-Western	803	11,939	119,558	2,54,783	1,393	16,565	408	5,342	6,065	69,133
13	...	Bengal-Dooars	52	91	13,951	59,414	1	3	18	68	40	174
14	...	Bhavnagar-Gondal-Junagad-Porbandar	370	2,941	11,064	11,285	32,366	1,51,761	48	329	1,114	5,994
15	...	Burma	537	10,315	1,155	1,538	5,426	27,247	3,468	66,670	449	6,693
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	562,290	4,62,589	191	2,332	...	...	...	...
8	(*c*)	Hyderabad-Godavari Valley	63	1,775	8,937	40,046	33,552	4,00,158	398	7,297	1,039	21,281
18	...	Jodhpur-Bikaner	267	3,406	22,403	65,603	17,805	76,501	13	67	622	3,801
6	(*e*) to (*h*)	Madras	58	559	586	848	525	3,930	403	1,122	1,239	4,876
19	...	Morvi	31	174	157	189	2,362	14,513	1	6	57	214
2	(*b*) & (*g*) to (*m*)	Rajputana-Malwa	1,091	25,259	33,279	1,16,184	90,990	10,87,800	695	9,485	12,715	2,97,005
20	(*a*) & (*b*)	Rohilkund and Kumaon	386	3,551	1,292	1,497	1,011	3,282	139	622	2,333	10,976
21	...	South Indian	157	2,253	19,020	25,790	33,434	1,86,271	2,755	33,043	10,359	76,335
22	...	Southern Mahratta	305	4,355	9,053	47,630	105,665	5,11,474	2,386	32,131	12,339	1,26,275
23	...	Udaipur-Chitor	16	120	89	96	1,872	7,345	5	40	30	172
		2′ 6″ gauge.										
24	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	8	38	36	72	9,412	24,380	88	329	178	410
26	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...
27	...	Cutch	...	...	42	118	131	340	62	211	...	...
30	...	Kalka-Simla	344	8,333	4,686	41,771	1	34	2	58	10	232
1	(*c*)	Mourbhanj	1	2	204	345	1	3	...	...	19	49
1	(*d*)	Parlakimedi Light	4	3	...	...	...	...	...	...	189	173
29	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...
32	...	Tarakeshwar-Magra Light	...	...	142	124	...	...	...	...	...	...
33	...	Tezpore-Balipara Light	...	...	2,946	7,634	13	139	...	...	...	...
		2′ 0″ gauge.										
35	...	Darjeeling-Himalayan	203	5,939	1,657	15,302	4	100	4	113	133	3,847
36	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
37	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...
38	...	Jorhat	...	...	...	...	...	...	...	...	...	...
		TOTAL 1906	17,822	3,99,672	11,187,407	3,22,82,988	1,129,121	1,57,09,651	44,794	6,28,354	153,436	18,62,736
		TOTAL 1905	17,908	4,09,642	10,202,501	2,89,96,878	1,232,702	1,85,70,936	46,167	6,32,423	151,399	18,36,148
		INCREASE	...	...	984,906	32,86,110	...	...	...	...	2,037	26,588
		DECREASE	86	9,970	...	...	106,581	28,61,285	1,373	4,069	...	...

DIX 17.

earnings therefrom during the calendar year 1906.

and is therefore not the same as the total production].

III.								IV.		V.								Number.
Cotton.										Drugs.								
Manufactured.								Chemicals, excepting saltpetre.		1. Intoxicating, other than opium.		2. Non-intoxicating.				Total.		
												(a) Medicinal preparations.		(b) Others.				
(c) Piece-goods, European.		(d) Piece-goods, Indian.		(e) Others.		Total.												Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
9,335	1,04,331	7,193	1,06,206	...	...	56,231	6,74,808	348	5,264	56	1,002	...	...	1,394	17,004	1,450	18,006	1
14,485	3,01,859	22,705	3,60,906	1,091	22,966	227,007	26,97,015	759	14,498	40	1,057	39	787	2,846	42,283	2,925	44,107	2
23,484	2,53,193	2,563	22,597	...	...	34,796	3,30,799	1,150	12,894	98	1,366	49	706	1,960	17,764	1,567	19,836	3
61,560	15,41,285	9,910	1,67,163	3,307	57,029	163,453	29,67,080	6,354	1,04,676	132	1,914	781	31,708	2,383	40,048	3,296	73,670	4
34,804	9,49,139	17,013	3,28,861	1,560	37,088	447,831	1,04,65,463	98	38,504	225	6,156	275	10,761	2,216	49,897	2,716	66,814	5
7,462	1,01,790	10,581	1,16,068	94	1,2 69	77,792	7,61,614	156	3,211	1	20	346	9,504	2,876	31,546	3,223	41,070	6
3,074	45,946	1,157	16,504	60	826	19,005	1,89,682	133	2,554	32	492	117	2,326	954	7,647	1,103	10,465	8
19,071	4,99,450	37,774	8,00,890	1,548	33,615	152,031	24,39,016	5,408	74,367	398	7,196	761	20,172	8,164	1,20,312	9,323	1,47,680	9
7,360	54,319	5,896	46,486	301	3,216	80,600	3,22,249	161	1,661	113	2,707	126	1,338	854	8,369	1,093	12,712	10
2,315	22,618	549	4,473	11	119	6,498	53,269	325	2,352	6	123	83	1,242	514	3,681	603	5,046	11
17,471	1,76,400	6,088	55,295	378	4,706	31,823	3,27,436	1,649	4,484	88	1,478	138	1,376	20,259	95,359	20,485	98,213	12
632	3,472	71	583	...	...	762	4,300	441	3,882	1	2	...	2	456	5,861	457	5,865	13
894	6,423	1,558	10,074	7	71	35,887	1,74,651	53	599	25	319	73	542	92	523	190	1,383	14
6,389	1,06,002	521	10,008	6	143	16,268	2,16,761	128	3,057	...	...	92	2,226	273	3,836	365	6,062	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	191	2,332	...	...	400	4,105	...	...	...	...	400	4,105	17
955	16,621	1,299	19,273	17	278	37,260	4,64,908	20	212	5	118	15	304	53	637	73	1,059	8
1,215	10,257	3,028	19,644	47	498	22,730	1,10,788	67	734	9	130	30	483	277	2,540	316	3,153	18
300	1,268	470	2,185	...	...	2,937	18,381	21	245	...	...	29	316	358	1,513	387	1,829	6
40	206	154	630	3	14	2,617	15,583	9	45	163	295	9	35	10	20	182	350	19
14,257	3,41,167	18,514	3,93,743	1,139	25,474	138,340	21,54,674	312	6,609	142	2,896	33	846	1,896	34,819	2,071	38,555	2
738	3,529	2,221	13,931	63	541	6,535	32,681	77	643	27	332	21	331	1,440	6,681	1,488	9,344	20
8,242	1,11,402	4,562	38,861	325	2,217	59,677	4,49,109	118	2,527	104	934	905	7,415	1,088	10,493	2,097	18,842	21
4,553	67,861	5,694	75,172	560	6,933	131,206	8,19,896	733	8,442	40	639	188	2,952	436	5,118	664	8,709	22
220	1,552	362	2,924	5	45	2,494	12,078	...	1	3	42	...	...	48	336	51	378	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
279	1,157	266	871	17	54	10,234	27,201	23	71	...	...	2	11	50	147	52	158	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
68	210	...	...	...	...	261	776	...	...	...	...	...	...	...	...	...	...	27
175	3,668	75	1,495	25	505	289	5,990	7	179	2	52	46	1,084	111	950	159	2,086	30
76	107	7	17	...	...	103	176	1	1	...	...	...	...	4	14	4	14	1
14	11	14	16	...	...	217	200	2	2	...	...	...	...	12	8	12	8	1
219	387	...	...	...	...	219	387	...	...	...	...	...	...	...	...	...	...	20
64	141	...	...	...	...	64	141	...	...	...	...	...	...	...	...	...	...	32
...	...	...	...	...	...	13	139	...	...	...	...	8	62	...	...	8	62	33
368	10,142	86	2,974	26	695	621	17,871	...	...	...	...	70	1,269	42	1,265	112	2,534	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
240,219	47,35,907	160,324	26,17,842	10,599	1,96,352	1,735,492	2,67,52,848	19,888	2,91,714	2,110	33,369	4,236	97,776	50,466	5,10,950	56,812	6,42,095	
245,593	49,34,385	143,865	23,46,666	8,657	1,35,879	1,628,382	2,84,06,437	15,611	2,58,620	2,231	37,502	3,705	92,724	51,424	5,28,446	57,360	6,58,672	
...	...	16,459	271,182	1,942	12,473	...	...	4,277	33,094	...	...	531	5,052	...	...	...	...	
5,374	98,478	...	...	...	...	92,890	26,53,589	...	...	111	4,133	...	...	938	17,496	538	16,577	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

VI

DYES AND TANS.

Main head.	Sub-head.	Railway system, *vide* Appendix 39.	(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.		(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		TOTAL.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.																
1	(a), (b) & (e)	Bengal-Nagpur	...	...	...	...	...	...	33,174	2,98,251	...	...	6,697	55,936	2,953	20,434	42,824	3,74,670
2	(a), (c) to (f) & (e)	Bombay, Baroda and Central India.	1,499	24,153	200	1,353	37	680	96	1,150	453	2,871	1,983	38,240	2,352	38,123	6,620	1,06,575
3	...	Eastern Bengal State	...	...	179	1,501	85	1,157	...	...	...	...	5,010	31,099	281	1,997	5,555	35,754
4	...	East Indian	199	3,734	1,429	16,953	1,887	30,254	5,244	42,174	4,128	10,145	6,990	1,40,186	4,371	52,763	24,239	2,96,209
5	...	Great Indian Peninsula	1,846	48,338	1,165	27,350	356	7,288	27,845	1,96,106	14,531	63,586	9,106	1,30,057	3,502	47,419	58,351	5,20,138
6	(a) to (d)	Madras	535	6,133	174	1,199	928	12,683	2,810	16,701	24,953	1,61,616	10,538	73,050	1,097	11,543	41,025	2,82,925
8	(a) & (b)	Nizam's Guaranteed State.	319	3,808	55	427	3	66	306	1,608	2,895	14,957	701	7,899	136	1,603	4,415	30,368
9	...	North Western State	692	20,880	73	623	1,494	41,165	442	4,213	1,485	5,169	4,662	60,657	8,037	84,584	16,895	2,17,291
10	...	Oudh and Rohilkhand State.	61	721	461	2,993	80	744	191	1,345	428	1,870	1,653	17,166	265	2,690	3,137	27,032
		3′ 3½″ gauge.																
11	...	Assam-Bengal	...	...	27	126	...	...	2	30	1	5	72	986	9	179	110	1,326
13	...	Bengal and North-Western.	33	449	1,146	11,602	1,201	10,860	165	1,495	886	2,567	3,972	37,087	737	7,572	8,140	71,632
13	...	Bengal-Dooars	...	...	...	...	...	...	...	...	...	...	29	104	45	222	74	326
14	...	Bhavnagar Gondal-Junagad-Porbandar.	111	756	9	56	4	34	94	457	1	4	221	1,103	353	1,687	793	4,091
15	...	Burma	...	...	2,915	28,637	...	7	8	128	278	2,671	891	6,773	79	861	4,161	39,077
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	(c)	Hyderabad-Godavari Valley.	25	427	46	699	60	999	43	172	222	603	275	3,309	93	1,113	766	7,316
18	...	Jodhpur-Bikaner	17	143	1	8	109	1,736	22	86	1,907	9,603	212	1,361	2,096	11,989	4,364	24,926
6	(e) to (h)	Madras	...	3	...	1	9	43	20	25	164	489	77	244	53	407	323	1,213
19	...	Morvi	3	13	...	1	2	6	1	1	...	...	11	43	23	86	40	150
2	(f) & (g) to (m)	Rajputana-Malwa	1,361	33,338	205	1,815	206	4,549	359	3,510	1,955	10,513	2,284	30,161	2,062	31,464	8,434	1,15,855
20	(a) & (b)	Rohilkund and Kumaon.	12	95	433	2,092	21	101	31	164	888	2,599	749	3,777	79	746	2,213	9,564
21	...	South Indian	534	5,964	204	1,176	334	2,803	595	3,990	5,968	47,806	2,709	20,027	761	7,177	11,125	88,973
22	...	Southern Mahratta	349	4,975	257	2,092	228	2,523	8,996	36,858	21,727	68,006	6,655	49,444	623	5,336	38,835	1,69,234
23	...	Udaipur-Chitor	20	110	1	5	4	34	2	12	2	12	58	405	26	186	113	764
		2′ 6″ gauge.																
24	...	Barsoi-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	14	43	30	74	...	...	15	36	1	4	404	1,113	53	166	517	1,436
26	...	Bakhtiarpore-Behar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Cutch	...	...	...	...	...	...	...	...	...	...	...	...	27	74	27	74
30	...	Kalka-Simla	...	1	1	9	...	...	...	...	99	593	4	81	36	833	140	1,427
1	(c)	Mourbhanj	...	...	...	...	...	...	35	57	24	54	7	16	3	9	69	136
1	(d)	Parlakimedi Light	...	...	...	...	...	...	170	208	142	161	106	97	...	1	418	467
20	(c)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
32	...	Tarakeshwar-Magra Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.																
35	...	Darjeeling-Himalayan	...	...	2	50	...	2	...	...	...	...	3	43	36	776	41	871
36	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
37	...	Howrah-Sheakhala Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
39	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1906	7,621	1,54,568	9,015	1,00,851	7,060	1,17,734	80,066	5,08,747	33,056	4,05,373	66,159	7,10,507	30,187	3,32,040	2,83,754	24,29,820
		TOTAL 1905	7,130	1,60,391	8,953	95,176	6,499	1,06,808	79,279	6,75,376	63,821	3,38,740	63,191	6,61,013	30,970	3,50,594	2,64,842	23,88,098
		INCREASE	491	...	62	5,675	561	10,926	1,388	...	14,235	66,633	2,968	49,494	...	...	18,912	41,722
		DECREASE	...	5,823	...	...	...	...	...	66,629	...	...	...	...	783	18,554	...	...

DIX 17—*continued.*

earnings therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

VII						VIII.		(IX.—*continued on following page.*)								Numbers.
Fodder.								Grain and Pulse.								
(1) Oil-cake.		(2) Hay, straw and grass.		Total.		Fruits and vegetables, fresh.		(1) Gram and pulse.		(2) Jowar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.		Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
5,137	23,526	6,640	24,984	11,777	68,510	7,368	58,792	89,513	7,52,591	3,851	17,396	150,315	7,24,036	333,731	22,95,561	1
11,696	84,570	128,628	7,10,914	140,324	7,95,484	30,370	1,61,206	100,507	5,80,784	29,250	1,30,194	7,886	30,436	55,561	3,61,790	2
12,459	29,184	22,840	32,441	35,299	61,625	9,435	30,829	49,463	1,73,040	...	...	273,841	8,18,785	305,368	8,91,341	3
38,009	1,99,444	38,090	89,368	76,700	2,88,752	9,720	1,37,247	250,620	17,34,961	43,870	2,57,824	94,824	3,40,731	313,803	13,59,568	4
23,848	1,37,070	74,856	4,38,797	98,204	5,75,867	17,787	1,75,187	303,075	26,42,043	249,608	17,63,634	2,460	8,866	112,301	7,61,866	5
12,243	54,169	3,317	13,930	15,560	68,029	16,913	1,03,997	96,410	5,24,914	118,447	7,52,361	140,577	6,34,392	316,239	9,45,785	6
911	5,264	2,788	14,646	3,693	19,910	2,226	19,455	24,786	103,191	53,316	1,99,625	1,037	6,060	20,533	1,39,803	8
74,276	51,264	98,034	3,49,413	100,304	3,99,677	26,227	2,04,590	466,048	37,49,352	177,633	11,95,046	49,068	1,85,699	195,516	13,92,868	9
4,978	18,973	23,705	66,308	28,683	85,282	10,259	43,904	81,116	3,12,759	37,728	1,47,099	12,550	72,899	31,590	1,30,251	10
2,153	9,162	1,190	5,718	3,348	14,880	1,325	8,417	4,757	30,604	...	...	18,757	56,378	185,251	6,37,915	11
7,677	33,993	4,240	14,465	11,917	48,443	22,981	71,532	100,369	4,02,626	18,243	1,00,193	64,626	2,61,600	219,805	8,93,642	12
159	2,117	447	1,359	606	3,476	25	144	2,950	8,110	...	...	2,835	4,453	18,282	50,705	13
871	4,876	3,453	11,492	4,324	16,368	4,778	22,276	7,045	19,945	19,688	53,859	324	1,183	10,874	39,195	14
1,760	9,784	883	4,316	2,643	14,100	31,075	2,32,126	25,738	1,80,731	1,434	15,874	535,316	28,89,750	83,826	4,02,751	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	1,511	10,785	...	...	...	...	17,102	78,421	17
2,920	11,173	105	448	2,925	11,621	721	6,203	13,286	62,693	39,601	2,63,380	71	171	14,483	76,277	8
163	589	10,294	23,666	10,457	24,255	1,309	7,523	17,778	94,915	89,921	4,71,649	5,267	17,350	46,925	2,09,725	18
686	1,417	89	310	775	1,727	806	2,031	3,272	6,503	227	568	5,851	7,797	17,845	42,315	6
41	73	74	222	116	295	176	484	1,324	1,803	457	763	16	35	297	863	19
5,333	51,980	125,123	5,03,931	137,456	6,25,911	30,674	2,67,582	167,947	17,51,616	62,920	5,87,849	2,799	24,137	59,735	3,91,452	2
447	1,394	6,348	17,263	6,795	18,657	4,139	20,095	34,803	85,053	4,539	13,773	8,960	27,740	10,298	31,519	20
42,187	1,33,428	656	3,491	42,843	1,36,919	34,384	1,73,381	61,501	2,63,805	37,623	2,13,622	123,027	4,09,317	141,349	5,66,255	21
9,227	32,946	17,543	73,474	26,770	1,06,420	11,603	75,828	59,891	3,50,243	119,690	7,86,405	13,823	53,460	72,793	6,01,537	23
15	51	654	2,432	669	2,483	111	644	1,584	5,213	50	203	4	17	771	3,005	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
89	213	7	13	96	226	41	134	4,285	9,789	6,496	13,954	136	220	1,253	2,826	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
...	...	...	...	...	...	6	17	207	598	2,563	8,031	...	...	852	2,475	27
100	1,110	424	3,954	524	5,064	323	5,639	1,835	16,038	45	362	19	135	593	5,711	30
1	3	16	32	17	35	36	97	73	155	1	1	827	1,174	4,814	8,198	1
25	23	2	3	27	26	23	20	429	364	...	...	1,081	747	1,139	986	1
...	...	...	...	...	...	...	...	524	844	...	...	...	...	...	...	20
1,423	2,002	5	5	1,428	2,007	1,790	1,540	19	28	...	...	3,304	3,476	106	118	32
971	2,010	...	...	971	2,010	...	...	263	1,260	...	...	498	2,343	...	...	33
53	553	10	149	63	701	93	1,967	1,335	13,790	...	...	14	137	12,678	1,43,391	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
199,764	8,73,291	558,681	24,16,473	758,425	32,89,764	277,453	18,58,885	1,980,499	1,39,42,142	1,142,250	69,92,255	1,570,351	65,32,594	2,576,462	1,24,75,853	
140,031	8,31,663	319,913	13,55,057	514,944	21,86,720	276,655	18,39,762	1,691,688	1,08,59,255	1,169,333	80,53,638	1,360,759	58,80,665	2,049,109	1,11,30,426	
4733	40,628	238,716	10,61,416	243,481	11,02,044	798	19,133	288,811	30,82,887	...	...	209,592	6,52,929	457,354	13,45,427	
...	...	...	...	...	...	...	...	...	...	27,083	10,61,388	...	...	...	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* Appendix 38.	IX									
			GRAIN AND PULSE—*concld.*								Hides	
			(5) Wheat.		(6) Wheat flour.		(7) Others.		Total.		(a) Dressed or tanned.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*), (*b*) & (*e*)	Bengal-Nagpur	59,495	5,29,858	4,914	30,950	6,750	21,504	643,569	43,71,926	...	...
2	(*a*), (*c*) to (*f*) & (*n*) & (*o*)	Bombay, Baroda and Central India	68,619	3,24,769	6,615	55,640	13,804	71,454	282,542	15,56,067	11	89
3	...	Eastern Bengal State	2,153	7,456	11,344	87,692	5,796	19,731	647,770	20,91,043	25,735	1,40,027
4	...	East Indian	283,902	23,75,257	51,446	4,37,781	77,497	4,30,718	1,120,962	68,35,950	564	3,366
5	...	Great Indian Peninsula	175,915	13,85,206	24,231	2,15,347	49,242	3,68,953	916,832	71,35,925	76	1,912
6	(*a*) to (*d*)	Madras	3,348	17,639	5,616	27,806	61,397	3,68,695	642,024	32,91,882	1,303	12,904
8	(*a*) & (*b*)	Nizam's Guaranteed State	2,954	13,063	1,632	9,986	1,310	6,329	105,298	4,84,057	1	14
9	...	North Western State	1,169,954	1,22,01,138	69,304	2,87,662	96,589	5,91,845	2,214,972	1,95,93,610	153	949
10	...	Oudh and Rohilkhand State	127,173	7,60,858	13,602	69,087	96,323	4,70,253	400,491	19,63,206	...	...
		3′ 3½″ gauge.										
11	...	Assam-Bengal	46	267	1,939	13,178	94	536	210,844	7,38,838	...	...
12	...	Bengal and North-Western	62,736	3,03,114	4,243	33,149	228,687	11,91,141	705,693	31,90,465	8	40
13	...	Bengal-Dooars	1	8	864	3,660	1,012	3,933	25,844	70,919	177	1,202
14	...	Bhavnagar-Gondal-Junagad-Porbandar	5,952	17,340	268	1,118	8,189	23,643	52,063	1,56,283	5	17
15	...	Burma	2,619	13,110	7,844	68,976	5,330	43,845	712,507	35,71,037	63	568
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	462	3,447	19,105	92,853	...	...
8	(*c*)	Hyderabad-Godavari Valley	7,772	60,018	204	1,390	339	1,995	74,556	4,85,830	...	...
18	...	Jodhpur-Bikaner	67,852	3,34,706	954	3,577	45,827	2,21,307	274,524	13,53,239	4	37
6	(*e*) to (*h*)	Madras	181	780	751	6,001	5,558	28,495	33,685	92,459	10	37
19	...	Morvi	518	755	57	141	692	1,200	3,361	5,320	...	...
2	(*b*) & (*g*) to (*m*)	Rajputana-Malwa	176,398	15,76,757	7,585	57,146	177,237	15,99,326	674,601	59,98,293	100	603
20	(*a*) & (*b*)	Rohilkund and Kumaon	30,923	69,328	1,578	4,881	41,327	1,13,305	132,373	3,44,629	...	...
21	...	South Indian	551	2,688	2,231	11,212	23,352	1,32,067	389,604	16,07,966	1,060	14,456
22	...	Southern Mahratta	13,187	79,562	5,665	48,391	21,369	1,01,514	306,409	20,21,112	93	433
23	...	Udaipur-Chitor	3,410	14,479	94	453	2,302	8,193	8,215	31,563	...	...
		2′ 6″ gauge.										
24	...	Barasat-Basirhat Light	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	1,173	2,545	14	46	28	71	13,385	29,531	...	...
26	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...
27	...	Cutch	316	1,005	16	45	314	1,060	4,368	13,814	...	...
30	...	Kalka-Simla	1,020	7,704	1,703	16,199	1,136	7,851	6,351	54,000	...	...
1	(*c*)	Mourbhanj	1	3	35	59	1	4	5,752	9,594	...	...
1	(*d*)	Parlakimedi Light	19	15	10	9	345	249	3,073	2,370	...	...
20	(*c*)	Powayan Light	1,648	2,046	...	...	3,136	3,691	5,308	5,581	...	...
32	...	Tarakeshwar-Magra Light	...	...	126	139	...	...	3,555	3,761	...	...
33	...	Tezpore-Balipara Light	...	...	...	...	...	...	749	3,603	...	...
		2′ 0″ gauge.										
35	...	Darjeeling-Himalayan	2	31	1,487	23,900	341	5,095	15,807	1,86,344	...	...
36	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
37	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...
38	...	Jorhat	...	...	...	...	...	...	...	...	...	...
		Total 1906	2,259,163	2,00,01,505	225,730	15,15,751	975,707	68,31,755	10,660,162	6,72,92,855	29,353	1,81,654
		Total 1905	2,573,394	2,46,35,824	181,961	11,55,564	953,275	64,35,150	9,979,513	6,71,50,822	30,059	1,62,406
		Increase	...	...	43,769	3,59,887	22,432	3,96,605	680,644	1,42,033	...	19,248
		Decrease	314,231	46,34,319	...	...	...	...	...	...	706	...

DIX 17—*continued.*

earnings therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

X								XI.		XII.		XIII.				Number.
HIDES AND SKINS.								Horns.		Hemp (Indian) and other fibres excluding jute.		JUTE.				
(1) Of Cattle.		(2) Skins of Sheep and other Animals.				Total.						(1) Raw.		(2) Gunny bags and cloth.		Total.		
(b) Raw.		(a) Dressed or tanned.		(b) Raw.												
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
11,491	1,25,541	...	...	...	...	11,491	1,25,541	406	3,292	8,365	54,175	16,437	57,841	22,826	2,17,245	39,263	2,75,086	1
1,659	16,360	3	61	2,880	36,356	4,553	52,866	173	2,207	2,192	29,988	375	5,810	11,618	76,916	12,193	82,726	2
...	...	2,461	13,318	...	...	28,196	1,53,345	362	786	12,633	37,200	629,188	60,37,633	23,835	70,523	853,023	61,08,466	3
40,174	6,92,027	425	6,427	13,759	1,94,651	54,822	9,01,471	903	9,645	29,016	2,24,536	157,917	8,06,474	53,547	7,60,010	211,464	15,66,484	4
8,986	1,21,481	53	2,088	17,630	2,32,936	26,745	3,58,417	1,535	20,429	11,240	1,36,390	1,210	13,796	29,966	2,97,248	31,176	3,11,044	5
6,305	51,373	3,507	41,335	34,352	3,06,036	45,467	4,11,848	966	8,120	7,418	50,302	148	1,039	18,161	1,33,679	18,309	1,34,718	6
911	9,542	...	3	2,748	24,306	3,660	33,865	223	1,736	792	6,915	11	133	2,919	21,848	2,930	21,981	8
16,688	1,82,543	178	2,137	17,355	1,90,976	34,372	3,76,605	287	2,399	697	6,150	73	994	53,392	4,43,433	53,465	4,44,427	9
6,153	44,864	...	...	4,180	18,698	10,333	63,562	643	2,490	10,037	30,422	172	1,097	9,702	48,436	9,874	49,533	10
843	11,291	...	...	29	325	877	11,616	7	128	333	1,461	95,439	2,21,088	784	4,654	96,223	2,25,742	11
9,939	63,391	17	155	3,949	20,732	13,813	84,328	125	764	6,977	42,150	7,635	39,188	16,799	96,794	24,434	1,35,982	12
...	...	6	25	...	...	183	1,227	...	...	...	...	10,772	47,900	125	455	10,897	48,355	13
206	1,235	17	190	624	3,709	854	5,151	5	29	1	5	...	...	1,998	6,686	1,998	6,686	14
3,161	34,168	2	23	51	476	3,267	35,175	43	622	7	76	15	242	15,193	63,858	15,208	64,100	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
381	5,316	...	...	850	9,181	1,231	14,497	42	526	141	1,474	3	24	2,837	24,654	2,840	24,678	8
470	4,449	...	15	1,099	9,198	1,573	13,699	1	9	67	207	10	51	4,620	17,282	4,630	17,333	18
76	197	51	105	1,068	2,285	1,205	2,624	12	31	535	1,883	1	1	704	1,981	705	1,982	6
39	126	4	9	60	205	103	340	3	8	14	58	...	...	166	439	166	439	19
3,737	43,324	10	142	6,563	68,100	10,410	1,12,669	111	1,111	2,839	18,321	508	5,499	16,581	1,12,100	17,089	1,17,599	2
893	4,412	...	...	469	1,993	1,362	6,410	65	445	2,014	8,066	7	27	2,932	9,644	2,939	9,671	20
4,194	35,230	1,365	21,416	8,745	58,078	15,364	1,27,180	227	1,981	3,745	29,993	135	1183	11,540	63,528	11,675	64,711	21
1,996	16,627	239	1,184	11,411	80,324	13,739	98,568	497	4,364	1,563	14,265	4	35	8,611	55,884	8,615	55,919	22
112	688	...	1	156	766	268	1,455	...	2	3	15	1	4	204	935	205	939	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
77	211	...	...	86	236	163	447	5	15	21	57	...	2	1,423	3,609	1,423	3,611	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
...	...	...	...	...	...	...	...	...	...	14	38	...	...	44	122	44	122	27
39	420	...	1	23	260	62	681	...	6	14	235	1	24	125	1,395	126	1,419	30
3	8	...	...	...	...	3	8	...	...	...	...	1	3	137	231	138	234	1
305	266	...	...	...	...	305	266	1	1	...	...	5	4	49	53	54	57	1
...	...	...	...	...	...	...	...	...	...	474	963	...	...	...	...	...	...	29
29	72	...	...	...	...	29	72	...	...	...	...	1,506	1,949	...	...	1,506	1,949	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
259	3,311	...	...	6	83	265	3,394	7	136	...	7	1	43	142	1,953	143	1,996	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
119,131	14,63,913	8,338	88,645	127,493	12,57,915	284,316	29,97,127	6,649	61,262	101,142	6,94,156	1,121,575	72,43,084	341,160	25,35,805	1,462,735	97,77,889	
91,527	10,33,122	10,633	1,15,655	111,056	11,16,439	213,876	24,27,612	5,621	55,826	92,510	6,08,063	1,027,320	64,58,430	316,315	26,83,974	1,343,635	91,42,404	
27,604	4,35,791	...	...	15,337	1,41,496	40,240	5,69,515	1,023	5,456	8,332	86,093	94,255	7,83,054	...	...	89,130	6,35,465	
...	...	2,295	27,010	...	...	...	...	...	...	...	...	...	...	5,135	1,48,169	...	...	

APPEN

Principal commodities carried by railways and the earnings

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* Appendix 38.	XIV.		XV.									
			Lac.		LEATHER.									
					(1) Unwrought.		(2) Wrought, excepting boots and shoes.		Total.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirit.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*), (*b*) & (*c*)	Bengal-Nagpur	7,713	73,158	1,239	8,701	...	...	1,239	8,701	703	2,451	1,677	16,555
2	(*a*), (*c*) to (*f*) & (*n*) & (*o*).	Bombay, Baroda and Central India	206	1,776	1,169	14,321	885	13,939	2,054	28,260	1,537	18,282	4,186	39,576
3	...	Eastern Bengal State	1,278	9,806	58	172	44	145	102	317	341	3,074	945	14,176
4	..	East Indian	24,015	3,82,053	1,410	49,424	932	21,509	2,342	70,933	7,141	59,520	2,010	30,122
5	...	Great Indian Peninsula	720	9,004	977	13,817	1,263	31,365	2,230	45,172	9,088	1,18,344	9,922	1,13,246
6	(*a*) to (*d*)	Madras	105	1,155	4,217	54,964	4,333	48,441	8,550	1,03,445	4,223	44,160	6,969	46,107
8	(*a*) & (*b*)	Nizam's Guaranteed State	9	58	1,235	17,558	118	1,136	1,353	18,694	1,792	16,676	690	7,686
9	...	North Western State	1,525	25,908	2,715	34,641	1,693	40,432	4,408	75,076	7,749	97,243	5,418	1,24,216
10	...	Oudh and Rohilkhand State	979	6,690	...	...	182	1,740	182	1,740	5,122	19,598	2,035	28,555
		3′ 3½″ gauge.												
11	...	Assam-Bengal	742	7,117	...	...	2	38	2	38	151	1,319	493	2,904
12	...	Bengal and North-Western	2,176	15,268	138	461	98	1,113	236	1,574	68	447	301	3,317
13	...	Bengal-Dooars	1	30	...	...	...	...	...	...	...	20	27	258
14	...	Bhavnagar-Gondal-Junagad-Porbandar	29	66	312	1,674	40	244	352	1,918	25	145	151	1,402
15	...	Burma	1,989	21,986	33	542	56	1,022	94	1,564	2,679	31,621	807	13,412
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	..	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	69	1,049	...	...
8	(*c*)	Hyderabad-Godavari Valley	17	169	19	180	71	1,348	90	1,528	20	119	39	415
18	...	Jodhpur-Bikaner	358	1,990	159	1,417	145	1,787	304	3,204	113	959	57	856
6	(*e*) to (*h*)	Madras	...	6	29	143	10	40	38	183	1,136	3,382	337	2,676
19	...	Morvi	4	15	...	...	16	40	16	40	3	5	3	3
2	(*b*) & (*g*) to (*m*).	Rajputana-Malwa	631	5,628	728	7,942	396	7,102	1,124	15,044	2,506	17,646	1,509	23,743
20	(*a*) & (*b*)	Rohilkund and Kumaon	222	913	5	38	34	208	39	246	1,139	6,236	187	2,368
21	...	South Indian	198	1,113	13	100	24	312	37	412	453	2,703	4,006	28,236
22	...	Southern Mahratta	63	839	1,053	10,311	86	836	1,139	11,147	1,671	14,310	2,777	20,306
23	...	Udaipur-Chitor	2	14	11	55	5	42	16	97	...	1	6	57
		2′ 6″ gauge.												
24	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	...	2	...	2	10	46	10	48	...	...	10	38
26	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Cutch	...	...	4	11	...	...	4	11	...	...	...	...
30	...	Kalka-Simla	...	1	3	63	21	567	24	630	1,655	11,957	148	3,424
1	(*c*)	Mourbhanj	1	3	...	1	...	...	...	1	...	1	8	27
1	(*d*)	Parlakimedi Light	...	...	2	2	...	...	2	2	1	1	68	53
20	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...
32	...	Tarnaeshwar-Magra Light	10	13	...	...	...	...	...	...	...	...	...	...
33	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	20	126
		2′ 0″ gauge.												
35	...	Darjeeling-Himalayan	5	97	...	...	6	194	6	194	511	5,159	201	6,023
36	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...
37	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...
38	..	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1906	42,404	5,63,477	15,533	2,16,543	10,460	1,73,976	25,993	3,90,219	49,551	4,77,517	45,708	5,69,789
		TOTAL 1905	44,140	5,52,436	11,936	1,70,520	9,234	1,91,545	21,170	3,62,065	51,171	5,24,723	41,681	5,87,235
		INCREASE	...	11,041	3,597	46,023	1,226	...	4,823	28,154	...	...	4,717	...
		DECREASE	1,736	...	...	...	...	17,969	...	...	1,620	47,206	...	17,446

DIX 17—*continued.*

therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

XVI. LIQUORS.				XVII—(*contd. on following page*). METALS.														NUMBER.
(3) All other sorts, including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass, unwrought.		(2) Brass, wrought.		(3) Copper, unwrought.		(4) Copper, wrought.		(5) IRON AND STEEL.						Main head.
												(a) Cast.		(b) Unwrought.		(c) Wrought.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	2,385	19,009	...	...	1,980	21,690	...	...	223	2,867	875	7,195	...	...	20,353	1,55,933	1
1,681	9,405	7,544	58,263	1,320	17,294	806	11,497	353	4,953	612	8,414	1,382	18,342	591	6,483	25,456	2,83,899	2
...	...	1,286	17,850	1,281	7,345	3,021	21,913	152	472	392	1,490	279	1,108	750	2,433	50,128	2,74,126	3
550	4,144	19,331	1,43,786	2,250	20,023	8,241	98,249	102	1,522	787	13,872	8,782	80,485	61,980	1,33,436	74,200	8,52,024	4
27	114	19,037	2,31,704	3,078	64,849	2,324	42,197	859	17,422	1,201	20,417	2,815	47,573	4,220	53,499	64,606	10,83,925	5
5,230	30,514	16,413	1,20,781	287	2,829	1,848	19,103	72	760	406	4,191	308	4,122	1,610	16,286	16,925	1,52,742	6
1,901	8,246	4,383	32,508	232	1,917	246	2,635	332	2,059	49	643	125	1,219	2 663	19,196	2,558	27,422	8
548	8,038	13,615	2,29,407	960	10,234	2,210	31,468	418	5,068	806	10,754	2,134	30,392	4,317	37,890	51,018	8,25,569	9
...	...	7,157	48,151	160	573	3,194	19,760	3	39	223	1,596	953	5,023	17	111	15,941	75,310	10
...	...	641	4,223	...	2	215	1,927	...	...	3	31	16	83	1	11	4,185	27,732	11
...	...	359	3,764	105	1,598	1,822	13,102	6	66	88	939	1,039	8,072	538	2,641	9,108	53,593	12
...	...	27	278	...	1	14	60	...	...	1	2	...	...	...	...	1,207	12,358	13
...	...	176	1,547	307	913	273	1,552	122	612	75	573	306	1,289	245	926	1,427	8,212	14
23	530	3,439	45,563	46	424	218	3,190	38	245	35	469	706	4,543	447	2,034	7,991	52,120	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	69	1,048	...	...	...	...	...	...	...	...	4,395	32,994	...	...	...	...	17
655	3,456	714	3,990	28	223	189	2,398	2	23	18	210	121	1,136	847	8,344	2,338	25,293	8
27	163	197	1,986	19	56	160	1,418	1	17	125	678	1,085	13,564	152	702	2,530	13,773	18
48	288	1,521	6,828	2	13	37	170	8	68	31	222	65	614	18	98	992	5,203	6
24	93	30	106	2	8	24	99	...	3	4	15	12	41	...	...	189	694	19
212	2,750	4,027	43,119	1,330	26,643	2,095	20,498	394	8,443	374	5,162	702	9,908	1,043	5,761	18,324	1,81,544	2
1	5	1,327	8,609	91	451	488	2,755	4	27	40	280	68	324	126	553	4,041	20,456	20
528	1,841	4,982	32,789	877	6,522	988	10,564	65	451	100	1,711	939	16,221	2,424	13,007	7,839	60,055	21
8,423	41,910	12,871	76,526	150	1,750	967	9,504	88	1,036	433	4,531	752	5,345	5,452	28,666	9,658	55,706	22
...	...	6	58	...	...	9	60	2	8	6	33	7	29	46	280	238	1,275	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	10	38	3	10	40	163	2	6	33	104	2	7	3	9	1,051	2,726	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
...	...	...	...	...	...	5	17	...	...	4	14	...	...	...	...	...	...	27
24	515	1,827	15,896	3	31	26	455	1	19	33	562	227	3,961	257	3,500	464	7,516	30
...	...	8	28	...	...	13	35	...	...	...	...	8	16	...	...	97	406	1
...	...	69	54	...	...	4	5	...	...	...	...	11	17	...	...	119	101	1
...	...	...	...	...	...	...	...	...	...	...	...	197	402	...	...	...	...	29
...	...	...	...	...	...	98	98	...	...	...	...	...	...	4	8	...	...	32
...	...	20	126	...	...	...	...	26	162	...	...	...	...	...	...	...	...	33
...	...	742	11,181	...	...	32	745	...	...	8	208	36	916	3	57	504	11,257	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
19,987	111,991	115,216	21,69,297	12,630	1,63,734	31,641	3,35,747	3,050	44,206	6,120	79,999	28,319	2,04,949	87,779	3,35,931	410,077	42,70,969	
14,661	67,294	106,913	11,79,252	12,401	2,00,254	30,808	3,42,144	4,552	70,165	3,008	108,544	37,438	3,40,295	96,400	4,27,589	336,860	34,93,404	
5,206	44,697	8,303	...	...	...	833	...	...	...	...	...	...	...	...	...	73,217	7,77,565	
...	...	...	19,955	771	36,520	...	6,397	1,502	25,950	1,888	28,545	9,089	45,340	8,627	91,458	...	...	

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* Appendix 38.	XVII. Metals—*concluded.* (5) Iron and steel—*concluded.* (d) Manufactures.		(6) Others.		Total.		XVIII. Oils. (1) Kerosine.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		5' 6" gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a), (b) & (c).	Bengal-Nagpur	3,608	60,803	427,722	6,85,765	474,320	9,34,252	20,821	2,92,342	2,826	23,504	1,125	8,360	...	...
2	(a), (c) to (f) & (a) & (o)	Bombay, Baroda and Central India.	27,441	3,96,758	90,414	2,70,906	118,435	10,18,556	19,637	206,383	1,673	17,175	657	8,679	883	8,034
3	...	Eastern Bengal State	7,733	39,627	10,574	37,339	74,310	3,85,883	149,648	343,375	145	875	1,139	10,617	8,186	59,197
4	...	East Indian	29,436	3,80,320	7,930	1,36,355	192,711	17,14,815	89,903	7,51,902	3,056	20,422	2,370	21,088	10,672	1,26,249
5	...	Great Indian Peninsula ...	20,221	3,85,641	226,070	22,25,422	395,994	39,41,015	62,502	6,82,118	1,272	17,491	2,877	29,959	23	419
6	(a) to (d)	Madras	16,831	1,58,497	2,549	23,640	40,836	3,82,170	39,182	2,83,490	3,313	12,364	4,188	35,551	24	170
8	(a) & (b)	Nizam's Guaranteed State ...	1,644	12,902	549	6,717	7,521	74,770	5,652	46,209	320	2,234	129	1,752	1	26
9	...	North Western State	17,001	2,73,325	5,079	95,316	83,912	13,20,516	29,506	5,86,560	644	7,687	1,365	18,064	2,417	22,194
10	...	Oudh and Rohilkhand State ...	4,017	27,049	907	5,317	25,420	1,34,078	19,749	92,168	123	698	42	385	514	3,990
		3' 3⅜" gauge.														
11	...	Assam-Bengal	1,120	11,780	1,682	15,353	7,222	56,919	13,411	43,407	35	330	82	839	1,099	10,087
12	...	Bengal and North-Western ...	6,777	45,418	3,167	25,681	23,740	1,51,504	23,875	1,03,729	375	2,520	209	1,635	1,143	10,436
13	...	Bengal-Dooars	75	912	401	6,658	1,758	19,991	1,835	6,770	...	...	30	114	272	1,291
14	...	Bhavnagar-Gondal-Junagadh-Porbandar.	993	4,901	269	1,291	3,930	20,169	4,022	15,904	192	751	78	420	76	181
15	...	Burma	9,250	1,01,852	270	3,379	18,610	1,68,372	9,787	83,297	170	1,970	747	8,589	23	349
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	1,157	9,280	5,552	43,274	7,583	20,036	...	...	...	...	...	...
8	(c)	Hyderabad Godavari Valley ...	993	10,503	204	2,809	4,685	50,944	2,365	22,031	111	1,009	138	1,498	...	3
18	...	Jodhpur-Bikaner	204	2,883	512	4,413	4,883	37,534	2,681	19,861	221	1,892	47	390	5	62
6	(c) to (h)	Madras	399	2,236	82	733	1,625	9,417	2,994	10,404	22	74	572	1,276	...	...
19	...	Morvi	37	150	16	66	184	1,079	209	837	13	28	6	19	5	14
2	(b) & (g) to (m)	Rajputana-Malwa	6,587	83,605	53,055	1,11,631	83,909	4,53,253	11,590	19,178	864	5,802	252	3,720	591	3,902
20	(a) & (b)	Rohilkund and Kumaon ...	369	1,671	265	1,519	5,472	28,036	2,502	7,494	34	145	9	84	108	643
21	...	South Indian	8,184	80,043	1,891	13,414	23,313	2,01,021	27,113	1,59,067	3,669	24,398	1,773	7,603	71	371
22	...	Southern Mahratta	4,720	51,969	48,028	2,87,919	67,178	4,46,506	28,557	1,91,687	937	7,963	1,738	10,803	...	...
23	...	Udaipur-Chitor	12	74	52	361	372	2,120	257	1,284	2	15	5	28	...	...
		2' 6" gauge.														
24	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	204	818	26	100	1,373	3,933	545	1,285	6	17	104	323	...	...
26	...	Bukhtiarpore-Behar Light ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Cutch	129	342	1	4	139	377	112	369	...	...	16	44	2	4
30	...	Kalka-Simla	205	3,273	55	1,400	1,274	20,722	664	7,181	4	83	...	1	6	30
1	(c)	Mourbhanj	25	67	6	21	149	545	47	85	6	11	2	3	5	12
1	(d)	Parlakimedi Light	5	4	10	16	149	143	328	203	7	5	2	2	...	...
20	(c)	Powayan Light	...	...	...	...	197	402	...	...	...	...	...	...	...	...
32	...	Tarakeshwar-Magra Light ...	19	23	...	...	121	129	...	...	...	...	...	...	173	335
33	...	Tezpore-Balipara Light ...	...	...	...	...	26	162	...	...	...	...	...	...	...	...
		2' 0" gauge.														
35	...	Darjeeling-Himalayan	486	10,420	146	2,936	1,217	26,439	772	10,930	3	65	6	133	374	4,986
36	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
37	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
38	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1906 ...	167,175	21,47,609	923,691	34,75,544	1,670,512	16,48,873	586,217	42,70,219	20,064	1,48,554	19,767	1,91,731	26,67	43,872
		TOTAL 1905 ...	129,298	17,07,330	5'2,001	22,75,026	1,168,772	89,65,505	537,326	37,53,125	19,792	1,41,070	20,6.9	1,74,469	21,641	1,37,769
		INCREASE ...	37,877	4,40,418	411,690	16,09,601	501,740	28,53,368	48,891	5,17,696	272	7,484	...	...	5,032	56,103
		DECREASE ...	...	...	...	...	...	...	...	...	...	...	921	12,738	...	...

DIX 17—*continued.*

the earnings therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

XIX (*continued on following page*).

(5) Others.		Total.		Oil-seeds. (1) Castor.		(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		(6) Til or jinjili.		(7) Cotton seed.		Number.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
3,167	24,369	36,922	3,49,575	..	...	...	...	14,573	1,29 365	...	...	6,766	44,383	26,363	2,31,803	...	...	1
3,482	31,276	36,332	2,73,547	27,606	2,41,306	1,366	12,432	5,818	53,891	13,163	93,097	19,668	1,45,994	30,954	2,25,543	...	...	2
1,785	4,815	159,933	4,08,879	1,052	1,838	...	...	11,511	36,872	10	60	23,372	84,728	924	3,331	...	...	3
3,962	50,459	110,020	9,70,141	24,745	1,86,305	216	1,684	129,398	8,11,459	486,517	2,87,382	130,127	11,27,373	20,720	1,50,259	47,957	2,96,171	4
11,125	1,23,729	77,789	16,72,750	30,634	1,92,528	8,829	88,632	94,595	11,04,390	16,851	2,16,195	25,786	2,97,768	106,907	11,96,787	171,938	17,25,115	5
13,386	81,596	60,543	4,13,081	35,070	97,631	3,930	17,324	16	58	172	695	861	5,924	37,163	1,55,953	...	...	6
884	5,254	6,696	75,475	53,165	2,94,680	76	577	6,975	15,433	116	578	104	556	19,533	1,19,035	5,763	27,362	8
5,865	64,483	39,057	6,93,977	177	1,536	201	3,410	1,219	9,700	721	4,361	50,231	5,03,864	12,311	69,414	112,383	6,28,017	9
699	3,699	21,127	1,00,850	4,637	17,547	71	520	5,588	20,834	19,842	82,232	12,931	52,352	4,157	17,292	...	...	10
151	1,326	14,779	56,008	50	74	...	4	75	160	2	11	2,170	10,713	333	1,184	16	126	11
336	2,760	25,938	1,21,104	10,096	23,419	38	606	75,024	3,08,607	6,860	34,630	45,418	2,34,793	791	4,301	...	...	12
9	67	2,149	8,232	...	...	...	...	...	...	...	...	670	3,002	...	...	...	...	13
614	2,643	4,983	19,879	3,058	10,620	258	1,449	6	15	669	2,033	1,289	8,343	5,334	17,986	...	...	14
9,658	65,611	20,385	1,79,787	15	172	3,914	38,916	13	102	3	64	3	37	7,797	43,798	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	7,833	20,930	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
794	7,566	3,428	32,097	190	1,182	73	626	25,016	1,72,748	51	410	20	164	4,775	29,690	21,859	1,42,608	8
825	5,733	3,779	27,848	...	3	23	134	...	1	6	20	7,189	25,210	5,079	21,096	...	...	18
1,009	4,187	5,197	15,913	339	570	68	207	...	...	...	2	9	16	915	1,531	...	...	6
71	233	304	631	5	12	3	11	...	...	3	5	3	6	608	723	2,228	3,286	19
2,879	27,209	16,196	1,31,881	22,323	53,631	1,345	15,767	4,739	27,670	15,688	1,03,057	34,071	1,82,513	28,295	1,54,638	...	...	2
102	1,082	2,755	9,439	4,114	11,880	35	241	1,228	2,681	5,224	7,954	5,520	21,625	1,241	3,165	...	...	20
16,594	63,111	49,520	2,54,460	5,551	31,400	104,515	2,00,960	4	16	49	310	1,139	6,026	23,570	1,40,828	...	...	21
4,132	29,887	35,384	2,39,240	4,543	22,215	4,473	22,984	4,047	43,121	486	4,015	547	3,551	10,435	1,21,214	17,530	82,719	22
6	47	270	1,374	...	...	9	75	78	200	531	1,666	...	...	956	2,769	...	...	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
382	1,102	1,047	2,727	157	351	1,333	3,081	9,634	21,502	16	45	14	36	1,236	2,819	4,272	9,461	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
56	160	189	577	...	...	24	64	...	...	...	...	19	55	44	133	...	...	27
29	493	693	7,848	5	7	...	...	3	30	4	53	...	2	2	31	42	490	30
5	5	65	116	1	2	...	...	...	...	...	...	8	17	25	58	...	...	1
7	7	344	217	7	6	...	...	...	...	...	...	29	19	149	101	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	303	490	...	...	...	...	20
...	...	173	236	...	...	...	...	...	...	...	...	135	169	...	...	...	...	32
885	214	885	214	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
104	1,782	1,259	17,896	...	...	...	...	...	1	...	...	...	10	...	7	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
83,865	6,29,702	736,517	54,84,675	227,503	11,68,871	130,805	4,69,501	390,070	27,01,886	116,38.	8,08,480	368,513	27,83,732	356,507	27,35,592	383,978	29,15,435	
86,384	7,18,443	685,772	50,05,282	199,415	10,12,032	124,505	3,70,919	422,797	31,58,420	96,694	7,12,181	357,120	24,93,237	308,830	23,61,008	380,027	29,41,904	
...	...	50,765	4,79,356	28,088	1,65,900	5,900	38,582	..	..	19,686	98,299	11,302	2,65,495	47,071	3,74,574	3,951	...	
3,519	29,143	...	...	...	...	...	...	32,727	6,96,554	...	...	...	...	...	...	...	26,469	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways

Number.		Railway system, *vide* Appendix 38.	XIX. Oil-seeds—*concld.* (8) Others.		XIX. Oil-seeds—*concld.* Total.		XX. Opium.		XXI. Paper and pasteboard.		XXII Provi (1) Dried fruits and nuts.		XXII Provi (2) Ghee.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*), (*b*) & (*e*).	Bengal-Nagpur	11,634	59,837	59,236	4,64,388	61	1,743	936	16,440	11,150	88,684	3,318	44,521
2	(*a*), (*c*) to (*f*) & (*n*) & (*o*).	Bombay, Baroda and Central India.	5,487	45,756	104,702	8,17,119	2,529	62,618	8,792	94,688	14,595	1,51,079	8,333	88,291
3	...	Eastern Bengal State . .	2,094	10,482	38,953	1,37,361	9	118	6,428	8,789	1,413	2,847	734	5,413
4	...	East Indian	5,538	39,043	395,638	28,59,388	8,900	2,19,031	10,356	1,75,662	6,859	88,206	17,072	3,80,879
5	...	Great Indian Peninsula . .	12,207	98,396	467,747	49,19,809	489	20,968	3,114	50,475	38,376	6,00,049	11,668	1,55,691
6	(*a*) to (*d*)	Madras	49,492	2,78,071	126,664	5,55,851	52	1,869	1,206	16,918	8,400	48,822	5,638	52,036
8	(*a*) & (*b*)	Nizam's Guaranteed State .	2,753	8,877	88,465	4,07,007	22	899	700	7,626	9,063	75,849	846	11,102
9	...	North Western State . .	125,082	15,96,904	302,945	28,37,206	72	810	3,859	69,201	29,080	4,97,369	11,392	1,37,294
10	...	Oudh and Rohilkhand State .	20,525	81,286	67,381	2,72,063	1,834	40,966	3,082	22,123	1,492	12,396	2,506	15,905
		3′ 3½″ gauge.												
11	...	Assam-Bengal	8	41	2,654	12,313	3	37	93	672	408	3,637	246	2,349
12	...	Bengal and North-Western .	5,458	25,357	143,685	6,31,785	6,391	1,03,540	3,462	8,323	1,284	16,628	3,833	36,065
13	...	Bengal-Dooars	8	43	678	3,045	...	...	19	57	3	6	22	53
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	14,540	66,464	25,154	98,930	18	184	262	1,446	2,526	10,662	1,570	10,805
15	...	Burma	447	2,992	12,192	86,111	26	471	711	11,172	1,422	11,314	908	14,521
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	976	6,597	...	...
8	(*c*)	Hyderabad-Godavari Valley .	4,484	28,622	56,468	3,76,045	13	673	237	2,850	2,695	29,719	520	6,694
18	...	Jodhpur-Bikaner . . .	34,933	1,23,637	47,230	1,70,099	29	456	93	710	2,478	11,207	6,282	53,758
6	(*e*) to (*h*)	Madras	1,950	5,028	3,281	7,364	...	...	26	127	49	170	190	767
19	...	Morvi	244	467	3,094	4,510	7	17	45	171	83	240	55	199
2	(*b*) & (*g*) to (*m*).	Rajputana-Malwa . . .	7,370	38,245	113,211	5,75,521	2,300	36,561	2,722	54,283	13,205	1,48,033	10,278	1,20,329
20	(*a*) & (*b*)	Rohilkund and Kumaon . .	42	112	17,464	47,037	569	12,121	83	462	387	2,107	208	1,088
21	...	South Indian	2,753	13,544	137,581	3,93,072	...	1	2,121	38,088	570	4,311	1,494	11,203
22	...	Southern Mahratta . . .	7,095	38,177	55,159	3,37,976	2	42	656	8,552	29,421	2,07,184	4,425	35,122
23	...	Udaipur-Chitor . . .	5	12	1,579	4,142	52	304	45	351	427	2,232	380	2,262
		2′ 6″ gauge.												
24	...	Baraset-Basirhat Light . .	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light.	1,338	3,181	18,005	43,476	...	...	47	164	800	1,983	57	216
26	...	Bukhtiarpore-Behar Light .	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Cutch	40	110	127	362	...	...	4	10	188	561	6	23
30	...	Kalka-Simla	11	150	67	753	3	99	300	8,342	34	1,407	48	632
1	(*c*)	Mourbhanj	309	584	343	661	...	...	22	48	2	5	17	43
1	(*d*)	Parlakimedi Light . . .	107	91	292	217	...	...	4	4	2	1	1	1
20	(*c*)	Powayan Light	...	...	303	480	...	...	...	...	...	...	...	...
32	...	Tarakeshwar-Magra Light .	...	...	135	169	...	...	8	18	...	...	20	38
	...	Tezpore-Balipara Light . .	11	82	11	82	...	...	...	...	...	...	21	143
		2′ 0″ gauge.												
35	...	Darjeeling-Himalayan . .	...	...	...	18	...	6	101	2,708	35	715	21	347
36	...	Howrah-Amta Light . .	...	...	...	...	...	...	...	...	...	...	...	...
37	...	Howrah-Sheakhala Light .	...	...	...	...	...	...	...	...	...	...	...	...
38	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1906 .	316,555	25,55,511	2,290,314	1,61,13,978	23,381	5,03,536	49,554	6,00,500	178,083	20,24,039	92,109	11,78,681
		TOTAL 1905 .	279,918	20,05,923	2,169,716	1,53,76,554	22,884	4,72,179	42,094	5,00,668	182,966	20,57,516	93,904	11,91,251
		INCREASE .	36,637	5,49,588	120,598	7,57,424	497	31,357	7,460	99,832	...	...	...	...
		DECREASE .	...	...	...	...	...	...	...	...	4,883	33,477	1,795	12,570

DIX 17—*continued.*

the earnings therefrom during the calender year 1906.

in India and is therefore not the same as the total production.]

				XXIII.												XXIV.		Number.
stone.				Railway plant and rolling-stock carried for the public and foreign railways.														
(3) Others.		Total.		(1) Locomotives, engines and tenders and parts thereof.		(2) Carriages and trucks and parts thereof.		(3) Materials.						Total.		Salt.		
								(a) Steel rails and fish-plates.		(b) Sleepers and keys of steel and cast-iron.		(c) Others.						
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
5,387	74,421	19,855	2,07,626	377	3,636	839	2,255	3,540	14,324	46	368	88,937	4,46,330	93,768	4,69,963	107,146	6,73,692	1
24,946	1,57,259	47,874	3,96,620	185	1,054	540	3,442	43,368	1,85,187	3,026	13,463	62,240	2,24,810	109,359	4,27,916	201,465	5,91,958	2
8,339	52,218	10,476	60,478	200	1,220	...	...	191	553	95	90	19,175	35,676	19,661	36,939	86,526	4,41,106	3
79,631	8,27,880	103,562	12,96,965	2,253	21,122	1,664	15,661	1,412	8,294	316	3,488	102,199	5,51,912	107,946	6,00,677	244,430	12,06,736	4
46,608	4,59,295	96,952	12,15,035	95	845	164	1,046	22,775	2,43,071	20,212	1,32,953	10,081	87,654	53,327	4,64,069	221,163	21,30,470	5
108,438	7,65,081	122,476	8,67,439	6	117	5	244	1,190	9,532	101	245	951	4,817	2,253	14,955	104,643	5,18,035	6
5,117	28,470	15,626	1,15,420	...	...	...	...	22	177	...	...	...	...	22	177	33,053	1,68,348	8
11,408	1,89,574	51,880	8,14,287	1	7	193	312	49	784	682	1,500	80,418	2,62,652	81,343	2,65,255	133,413	8,36,414	9
883	7,316	4,881	35,647	...	...	...	...	...	...	...	...	3,071	8,522	3,071	8,522	57,292	2,75,846	10
4,478	30,795	5,132	42,771	...	...	...	...	393	9,623	...	...	226	865	619	4,488	22,491	86,595	11
13,326	53,570	18,443	1,11,264	6	64	104	103	...	...	...	...	192	245	302	412	110,735	4,59,848	12
885	4,204	910	4,263	...	...	...	...	27	12	...	...	208	478	235	490	4,332	12,463	13
5,730	28,456	9,826	49,923	147	305	...	...	1	5	...	...	8	15	156	325	5,331	8,610	14
40,046	3,58,742	42,376	3,84,577	...	...	...	...	818	2,223	...	...	6	3	854	2,256	20,725	2,11,345	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	976	6,597	...	...	...	...	...	...	...	...	...	...	...	...	919	4,091	17
3,931	17,587	7,196	54,009	...	...	...	...	...	...	...	...	...	2	...	2	10,364	92,268	8
1,900	10,124	10,069	75,147	548	1,436	3	8	509	1,276	104	240	3,524	10,510	4,088	13,470	24,159	1,16,585	18
6,218	21,271	6,457	22,308	1	8	...	...	32	325	...	...	92	392	125	725	4,794	8,093	6
379	1,032	517	1,471	...	...	...	...	1,118	970	57	32	13	8	1,188	1,010	774	1,434	12
14,282	1,00,993	37,765	3,69,372	218	1,503	98	423	28,944	1,28,458	692	2,343	150,016	1,52,016	1,79,938	2,91,743	276,316	26,35,292	2
656	5,459	1,251	8,654	3	35	26	55	35	52	3,494	9,346	322	1,163	3,880	10,651	20,988	73,319	20
28,128	1,74,990	30,192	1,90,5 9	99	63	...	2	13	70	3	5	888	2, 20	933	2,567	84,762	3,11,068	21
12,695	1,35,209	53,541	3,77,575	3	10	791	4,830	6,711	51,694	747	2,593	7,280	44,537	15,532	1,03,664	57,817	4,66,291	22
905	3,805	1,722	8,359	1	1	...	...	1	3	...	...	3	9	5	13	1,520	6,818	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
82	267	939	2,465	...	...	...	...	...	...	...	...	...	...	...	...	3,929	9,211	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
...	...	194	584	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27
3,576	26,417	3,708	28,452	...	...	...	...	...	...	...	...	...	...	...	...	1,913	9,853	30
47	124	66	172	...	...	...	...	27	113	...	...	16	57	43	170	879	1,581	1
36	33	39	35	...	...	...	...	...	...	1	1	2	2	3	3	527	240	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	288	361	20
...	...	20	39	...	...	...	...	...	...	...	...	...	...	...	...	124	114	32
...	...	21	149	...	...	...	...	...	...	68	537	...	...	69	537	4	26	33
2,244	33,420	2,300	34,482	...	...	...	...	...	...	...	...	...	...	...	...	1,220	13,651	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
437,341	35,79,809	707,533	67,82,529	4,143	31,476	4,427	28,381	111,215	5,50,776	29,646	166,694	529,868	18,44,495	679,299	27,21,922	1,843,138	1,13,78,754	
425,111	35,42,969	701,681	67,91,436	4,877	26,825	3,638	17,068	97,458	5,45,373	29,251	1,66,238	590,722	21,89,215	725,946	29,44,720	1,738,046	1,07,23,782	
12,230	37,140	5,852	...	...	4,651	789	11,513	13,757	1,05,402	395	356	...	...	...	...	105,092	6,54,972	
...	...	...	8,907	734	...	...	...	...	...	...	...	60,854	3,44,720	46,047	3,22,798	...	...	

Principal commodities carried by railways and

(The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, vide Appendix 39.	XXV. Saltpetre and other saline substances.						XXVI. Silk.									
			(1) Saltpetre.		(2) Other saline substances.		Total.		(1) Raw.				(2) Piece goods.				Total.	
									(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.			
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a), (b) & (e).	Bengal-Nagpur	...	...	...	...	...	...	...	...	509	8,439	...	...	...	...	509	8,439
2	(a), (c) to (f) & (n) & (o).	Bombay, Baroda and Central India.	2,152	17,912	1,520	19,820	3,672	36,762	262	6,034	95	2,347	50	1,570	74	1,769	481	11,720
3	...	Eastern Bengal State	112	365	3,272	10,139	3,384	10,504	...	...	384	3,612	...	...	...	...	384	3,612
4	...	East Indian	22,092	2,49,514	23,561	1,69,320	45,653	4,18,834	...	...	599	7,967	...	...	194	4,629	793	12,496
5	...	Great Indian Peninsula	1,052	10,142	4,417	49,639	5,469	59,781	137	1,981	98	6,543	10	415	7	281	252	9,220
6	(a) to (d)	Madras	598	6,030	1	15	599	6,045	37	277	164	3,475	340	3,218	32	363	567	7,333
8	(a) & (b	Nizam's Guaranteed State.	151	994	1,229	8,528	1,380	9,522	...	...	...	...	...	5	...	6	...	11
9	...	North Western State	6,256	29,931	6,457	60,401	12,713	90,332	209	3,375	214	5,553	21	563	29	967	473	10,458
10	...	Oudh and Rohilkhand State.	1,047	4,056	223	975	1,270	5,031	...	...	...	...	...	...	2	30	2	30
		3′ 3½″ gauge.																
11	...	Assam-Bengal	...	...	...	...	...	...	...	...	20	234	...	...	...	...	20	234
13	...	Bengal and North-Western.	12,644	48,472	7,315	30,125	19,959	78,597	...	...	7	50	...	...	3	44	10	94
13	...	Bengal-Dooars	1	9	84	389	85	398	...	...	...	...	...	...	...	...	...	...
14	...	Bhavnagar-Gondal Junagad-Porbandar.	62	282	11	57	73	339	9	36	2	12	...	...	...	1	11	49
15	...	Burma	9	146	81	1,390	90	1,536	32	913	11	384	4	86	1	7	48	1,390
16	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	(c)	Hyderabad-Godavari Valley.	66	719	174	1,371	240	2,090	4	76	2	37	...	1	5	118	11	232
18	...	Jodhpur-Bikaner	372	1,919	1,400	6,827	1,772	8,737	18	62	...	13	...	9	3	31	21	115
6	(e) to (h)	Madras	59	444	...	...	59	444	...	...	20	66	...	...	...	...	20	66
19	...	Morvi	3	14	...	...	3	14	...	...	...	...	...	...	...	...	...	...
2	(b) & (g) to (m),	Rajputana-Malwa	7,988	61,006	2,000	15,710	9,988	76,716	186	9,141	17	906	50	2,230	40	1,706	293	13,983
20	(a) & (b)	Rohilkund and Kumaon	151	353	1,006	2,851	1,157	3,204	...	...	...	...	...	...	...	...	...	...
21	...	South Indian	436	2,383	8	103	443	2,486	1	28	10	176	13	159	21	159	45	522
22	...	Southern Mahratta	279	2,204	277	2,067	556	4,271	140	2,692	211	1,924	1	8	...	...	352	4,624
23	...	Udaipur-Chitor	54	208	35	220	89	508	...	...	...	...	...	...	1	5	1	5
		2′ 6″ gauge.																
24	...	Barasat-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	...	...	54	150	54	150	2	10	...	...	...	...	...	...	2	10
26	...	Bykhtiarpore Behar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Cutch	4	10	...	...	4	10	...	...	...	...	...	...	...	...	...	...
30	...	Kalka-Simla	1	12	2	40	3	52	2	28	4	83	...	...	...	...	6	111
1	(c)	Mourbhanj	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1	(d)	Parlakimedi Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	(c)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
32	...	Tarakeshwar-Magra Light	...	...	7	10	7	10	...	...	2	6	...	...	...	...	2	6
33	...	Tespore-Balipara Ligh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.																
35	...	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
36	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
37	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
38	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1906	55,338	4,37,226	53,134	3,79,147	108,772	8,16,373	1,033	24,656	2,369	41,727	490	8,264	412	10,116	4,303	84,763
		Total 1905	49,374	3,77,816	50,823	3,79,683	100,097	7,57,499	1,174	28,978	2,732	46,028	190	8,687	362	11,520	4,458	95,213
		Increase	5,314	59,410	2,311	...	8,635	58,874	...	...	...	...	299	...	50	...	...	...
		Decrease	...	...	...	536	...	...	141	4,322	363	4,301	...	423	...	1,404	155	10,450

DIX 17—*continued.*

the earnings therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

XXVII.														XXVIII.		NUMBER.
Spices.																
(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.		(4) Ginger.		(5) Pepper.		(6) Others.		Total.		Stone and lime.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quanty.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Male head.
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
7,064	58,759	...	...	10,773	1,20,240	...	...	...	...	7,115	52,257	21,952	2,31,256	73,739	2,24,159	1
1,109	20,071	95	1,474	2,930	23,854	1,796	9,663	760	15,696	8,254	92,061	15,333	1,62,749	69,327	1,67,526	2
17,486	1,45,037	292	6,122	5,796	38,437	1,133	10,533	234	4,206	3,844	19,732	28,785	2,33,367	40,972	50,477	3
8,724	1,74,973	590	14,131	9,081	1,51,825	1,470	14,095	1,626	48,905	11,319	1,83,221	32,810	5,86,240	437,296	14,09,014	4
10,291	2,31,374	73	1,842	9,331	91,692	375	7,407	361	12,868	11,064	1,46,751	31,495	4,92,819	139,314	4,79,881	5
11,232	1,25,791	46	531	23,873	1,51,826	720	5,777	6,825	43,451	3,168	17,591	45,674	3,54,967	75,470	1,57,797	6
857	8,946	11	165	2,701	21,816	35	363	41	427	1,461	12,287	5,106	43,894	19,758	59,023	8
506	5,315	268	4,833	8,116	84,469	1,427	14,135	1,213	27,373	5,087	48,892	16,617	1,85,017	246,292	4,21,949	9
1,669	23,858	31	396	1,672	15,207	398	3,443	88	868	1,521	6,959	5,379	49,761	84,758	1,63,611	10
1,931	22,627	...	...	2,026	15,499	2	11	6	49	157	1,549	4,121	39,735	18,847	46,612	11
2,482	20,476	540	2,470	5,901	33,534	1,353	12,302	563	6,322	3,143	23,028	13,982	98,141	31,843	67,809	12
498	3,232	38	368	12	30	74	103	34	163	58	246	714	3,146	371	2,313	13
479	2,369	5	40	541	2,742	16	88	10	76	1,142	3,182	2,193	8,493	88,970	82,536	14
5,975	57,955	5	238	5,809	95,203	995	10,114	33	781	168	2,537	13,075	1,66,818	145,822	2,63,695	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	3,033	4,985	17
674	6,646	1	19	629	6,547	29	283	11	145	442	4,561	1,486	18,201	1,499	6,154	8
111	853	6	48	869	7,074	24	189	35	266	381	1,704	1,426	10,134	29,273	53,300	19
1,841	3,959	5	16	2,786	10,363	42	131	176	297	67	234	4,037	15,029	1,512	7,914	8
8	36	...	1	68	287	4	11	1	3	62	266	143	604	8,323	6,053	19
743	10,185	101	2,355	4,269	38,133	455	9,085	594	17,862	9,825	92,288	16,007	1,69,907	35,442	2,07,137	2
250	3,094	27	190	632	3,676	125	579	29	234	531	2,236	1,644	9,009	9,536	16,527	20
14,404	72,185	546	4,925	8,525	85,633	564	2,965	784	6,545	454	2,100	25,277	1,74,353	2,16,536	2,15,510	21
10,970	86,490	158	2,751	15,612	99,906	290	2,649	408	3,592	9,891	61,764	37,329	2,59,139	52,241	1,01,499	22
5	25	...	2	35	242	15	112	3	25	112	404	170	810	143	462	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
518	1,425	...	1	10	34	8	24	9	24	182	467	727	1,975	205	497	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
2	7	...	...	44	122	13	33	1	3	49	134	109	304	4	10	27
8	155	...	4	12	239	212	1,293	1	16	7	123	240	1,830	1,200	12,841	30
22	45	...	...	2	3	...	...	...	...	7	15	31	63	735	859	1
2	2	...	...	17	15	...	...	...	...	26	21	45	38	3	4	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
4	7	...	...	...	...	...	...	...	...	...	...	4	7	15,302	5,897	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	62	184	33
49	1,181	147	2,373	12	242	...	12	17	431	18	362	243	4,601	1,893	11,634	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
99,803	10,96,990	2,685	45,294	122,194	10,98,888	11,676	1,14,625	13,652	1,89,703	80,045	7,76,993	339,954	33,22,401	1,899,531	41,81,884	
101,506	11,32,247	2,461	46,949	119,637	11,47,915	11,952	1,37,047	12,266	1,72,040	79,603	7,95,544	327,514	34,33,242	1,675,162	36,62,039	
...	...	224	...	2,557	...	...	...	1,386	17,663	352	...	2,440	...	223,369	5,19,845	
1,702	35,243	...	1,655	...	49,027	277	23,322	...	...	...	18,553	...	1,10,841	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

Number.		Railway system, *vide* Appendix 39.	XXIX. Sugar. (1) Refined or crystalized including sugarcandy. Quantity.	(1) Refined or crystalized including sugarcandy. Earnings.	(2) Unrefined. (a) Sugar. Quantity.	(2) Unrefined. (a) Sugar. Earnings.	(2) Unrefined. (b) *Gur, rab*, jaggary, molasses and other Saccharine produce. Quantity.	(2) Unrefined. (b) *Gur, rab*, jaggary, molasses and other Saccharine produce. Earnings.	Total. Quantity.	Total. Earnings.	XXX. Tea. Foreign. Quantity.	Foreign. Earnings.	(2) Indian. Quantity.	(2) Indian. Earnings.	Total. Quantity.	Total. Earnings.
Main head.	Sub-head.															
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′6″ gauge.														
1	(a),(b)& (e).	Bengal-Nagpur	15,070	1,09,196	...	...	12,597	97,200	27,667	2,06,396	...	...	372	6,424	372	6,424
2	(a),(c) to (f) & (n) & (o)	Bombay, Baroda and Central India.	44,762	5,44,169	384	2,085	30,220	3,01,221	75,366	8,47,475	361	5,143	302	5,048	663	10,191
3	...	Eastern Bengal State	15,070	1,20,407	16,753	87,755	39,433	1,72,689	71,276	3,80,851	...	...	33,314	6,79,129	33,314	6,79,129
4	...	East Indian	47,206	3,68,929	100,166	10,90,42	133,425	6,72,903	280,797	21,32,152	...	...	2,024	42,229	2,024	42,229
5	...	Great Indian Peninsula	79,200	12,70,946	12,571	93,267	96,102	8,09,500	188,173	21,73,713	139	2,180	1,031	24,498	1,170	26,678
6	(a)to (d).	Madras	9,342	55,823	7,303	26,618	61,533	2,55,740	78,178	3,38,181	1	18	846	18,835	847	18,853
8	(a) & (b).	Nizam's Guaranteed State	3,997	31,007	367	2,801	5,001	35,715	9,365	69,523	17	241	82	1,461	99	1,702
9	...	North Western State	139,633	27,80,494	33,153	2,23,857	140,096	10,22,154	311,887	40,86,505	969	20,747	2,125	31,417	2,994	64
10	...	Oudh and Rohilkhand State	24,493	1,51,117	52,166	2,51,772	126,674	7,15,089	203,333	11,17,978	...	...	2,352	13,004	2,352	13,004
		3′ 3½″ gauge.														
11	...	Assam-Bengal	538	3,967	1,593	7,919	2,282	10,126	4,413	21,712	...	...	29,778	3,54,818	29,778	3,54,818
12	...	Bengal and North-Western	7,424	51,571	49,241	2,54,318	99,039	5,05,767	146,704	8,11,996	...	...	66	760	66	760
13	...	Bengal-Dooars	795	3,010	231	894	967	4,645	1,993	8,549	...	...	16,421	3,31,088	16,421	3,31,088
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	10,249	46,644	...	...	3,511	11,628	13,761	58,272	1	10	83	616	84	626
15	...	Burma	186	1,857	5,265	57,360	15,119	1,22,643	20,570	1,81,860	1,081	21,032	74	1,198	1,155	22,230
16	...	Dégghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	...	Dibru-Sadiya	571	3,622	...	...	...	...	571	3,922	...	...	9,798	82,019	9,798	82,019
8	(c)	Hyderabad-Godavari Valley	2,903	26,229	141	1,339	994	6,088	4,028	3255	3	54	3	45	6	99
18	...	Jodhpur-Bikaner	4,133	24,680	5,012	24,948	9,229	56,776	18,404	1,06,404	4	53	1	28	5	81
6	(e) to (h).	Madras	628	3,064	824	2,603	1,955	4,777	3,317	10,444	...	...	301	2,241	301	2,241
19	...	Morvi	299	792	23	63	593	1,434	919	2,289	...	...	2	10	2	10
2	(b)&(g) to (m)	Rajputana-Malwa	25,653	2,74,388	40,710	3,51,419	93,227	9,54,563	159,590	15,80,370	451	8,825	216	2,287	667	11,112
20	(a)&(b)	Rohilkund and Kumaon	2,706	6,953	7,560	20,042	27,145	1,08,573	37,413	1,35,568	...	...	195	1,774	195	1,774
21	...	South Indian	16,773	74,331	6,569	23,472	36,395	2,11,806	59,727	3,09,609	1	9	3,994	25,348	3,995	25,357
22	...	Southern Mahratta	10,229	69,024	7,195	48,803	53,518	3,34,272	70,942	4,51,109	38	654	52	901	90	1,553
23	...	Udaipur-Chitor	378	1,928	675	3,307	1,161	5,436	2,214	10,671	...	4	...	5	...	9
		2′ 6″ gauge.														
24	...	Barnset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25	...	Barsi Light	705	1,761	1	3	124	373	830	2,137	2	5	...	...	2	5
26	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Cutch	251	742	710	2,104	1,743	5,289	2,704	8,135	...	...	1	4	1	4
30	...	Kalka-Simla	284	3,096	417	4,544	971	9,054	1,672	17,294	15	301	20	334	35	635
1	(c)	Mourbhanj	32	66	...	...	7	19	39	85	...	...	...	1	...	1
1	(d)	Parlakimedi Light	143	88	...	...	13	6	156	94	...	...	...	...	...	...
29	(c)	Powayan Light	...	...	767	892	...	...	767	892	...	...	...	...	...	...
32	...	Tarakeshwar-Magra Light	...	...	126	131	152	132	278	263	...	...	...	...	...	...
33	...	Terpore-Balipara Light	...	...	3	21	...	...	3	21	...	...	4,356	30,700	4,356	30,700
		2′ 0″ gauge.														
35	...	Darjeeling-Himalayan	59	1,163	842	14,401	74	1,240	975	16,803	...	...	4,417	61,974	4,417	61,974
36	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
37	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
38	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1906	463,755	69,30,673	341,102	26,37,217	133,165	64,37,248	1,798,012	1,51,05,138	2,983	59,276	112,316	17,19,253	115,299	17,78,529
		TOTAL 1905	327,541	38,82,023	305,755	18,23,607	889,011	57,55,468	1,522,307	1,14,91,093	3,079	58,779	99,328	14,43,868	102,407	15,02,647
		INCREASE	136,214	21,48,650	36,347	8,13,610	104,144	6,81,785	275,705	36,14,045	...	497	12,988	2,75,384	12,892	2,76,881
		DECREASE	...	...	...	...	...	...	...	...	96	...	...	...	...	...

DIX 17—*continued.*

the earnings therefrom during the calendar year 1906.

[For all railways in India and is therefore not the same as the total production.]

XXXI. Tobacco.								XXXII. Wood.						XXXIII—(continued on following page). Wood.								Numbers.
(1) Unmanufactured.		(2) Manufactured.				Total.		(1) Timber, unwrought.		(2) Manufactured.		Total.		(1) Raw.		(2) Manufactured.						
		(a) Cigars.		(b) Other sorts.												(a) Carpets and rugs.		(b) Piece-goods, European.		(c) Piece-goods, Indian.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
940	87,883	...	...	888	13,397	9,928	1,00,479	76,703	3,33,115	2,744	20,124	79,447	3,53,239	...	...	...	...	...	...	...	...	1
19,107	1,89,667	213	2,056	370	4,674	19,690	1,96,397	49,603	1,96,675	5,390	49,652	53,993	2,46,327	3,459	1,45,685	143	3,254	202	4,067	294	5,896	2
31,835	3,12,433	...	...	873	12,761	32,708	3,25,194	45,617	87,875	3,666	20,148	49,283	1,08,023	1,699	32,620	...	...	...	...	29	394	3
31,090	3,51,649	238	1,343	3,459	81,180	35,387	4,34,072	63,610	2,49,199	9,669	99,509	73,279	3,48,708	1,559	23,979	633	19,205	486	7,668	325	9,141	4
12,737	1,51,899	1,028	33,284	326	9,327	14,081	1,94,510	183,993	7,47,043	7,673	1,28,624	196,671	8,75,667	918	19,049	61	2,786	121	5,815	146	4,737	5
24,773	1,56,403	784	12,183	2,668	25,282	28,225	1,93,870	217,210	6,44,004	5,894	32,576	223,104	6,77,580	2,250	20,168	493	4,196	628	6,654	373	4,917	6
2,375	31,416	124	2,273	23	378	2,522	34,067	23,030	81,244	491	4,425	23,521	85,669	292	2,954	115	1,643	22	354	192	2,340	8
18,847	1,92,936	85	2,080	2,861	56,378	21,793	2,51,397	68,902	2,32,956	16,022	1,18,770	84,924	3,51,726	23,865	5,91,593	267	4,087	503	7,159	1,513	33,707	9
6,723	31,531	71	1,061	485	4,077	7,308	36,669	94,488	1,59,190	8,107	30,995	102,595	1,90,185	432	2,932	42	201	30	304	133	1,492	10
4,704	13,619	8	170	74	1,814	1,786	15,603	1,551	9,813	999	7,197	2,550	17,010	1	27	6	98	...	...	...	9	11
30,160	2,57,829	8	115	373	3,743	30,541	3,61,702	34,080	1,00,502	5,305	37,879	39,385	1,38,381	172	1,372	16	174	39	456	238	2,527	12
2,559	5,829	...	...	174	472	2,733	6,371	1,397	6,251	254	1,306	1,651	7,457	...	...	...	...	...	...	...	...	13
1141	11,598	14	54	228	1,560	2,483	13,212	12,241	54,738	1,087	6,157	13,328	60,895	800	5,738	1	9	1	3	15	70	14
4,569	40,099	189	2,917	633	5,792	5,334	48,808	137,151	5,48,707	2,256	15,696	139,407	5,64,303	36	231	85	1,841	12	218	1	28	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	3,272	16,396	...	...	3,272	16,396	...	...	...	...	...	...	...	...	17
526	8,732	4	64	32	573	562	9,369	8,047	37,327	874	9,121	8,921	46,443	7	161	36	685	1	14	80	843	8
1,779	12,265	23	313	157	1,633	1,959	14,211	1,768	8,910	383	2,130	2,151	11,040	3,871	39,369	11	137	12	168	9	96	18
1,403	7,392	32	421	157	761	2,597	8,574	20,968	30,816	424	2,153	21,392	32,968	12	91	3	62	2	30	7	82	6
531	1,209	1	9	14	51	546	1,269	881	2,061	97	313	978	2,374	298	1,322	...	3	...	...	9	59	19
15,529	1,72,757	119	2,659	651	9,171	16,299	1,84,587	26,336	80,088	2,793	23,905	29,129	1,03,993	7,986	1,22,129	645	8,609	229	7,414	475	11,418	2
2,195	10,962	31	505	205	1,717	2,431	13,284	29,516	94,993	1,229	6,343	30,745	1,01,825	311	1,884	15	123	4	23	22	174	20
9,683	48,649	1,450	15,566	1,255	5,915	12,388	69,830	124,220	1,95,558	6,036	46,303	130,256	2,41,951	262	2,080	55	529	1	6	160	3,002	21
13,159	83,595	252	5,039	218	2,630	13,859	91,263	96,402	2,52,985	5,538	38,860	101,960	2,90,945	583	7,094	...	1	2	54	37	605	22
413	1,981	...	3	4	37	417	2,001	36	167	22	226	58	393	98	634	1	5	...	...	2	16	23
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
45	125	6	19	13	57	64	201	556	897	137	482	693	1,379	1	5	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
11	31	...	...	...	...	11	31	...	...	428	1,223	428	1,223	...	...	...	...	...	...	...	...	27
315	2,706	10	234	45	831	273	3,771	897	10,676	355	3,517	1,252	14,193	4	62	16	429	19	372	52	1,101	30
15	36	...	...	4	13	20	49	233	597	12	45	235	642	...	...	...	...	...	...	...	...	1
9	8	...	...	1	1	10	9	29	20	59	45	88	65	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	831	1,309	...	...	831	1,309	...	...	...	...	...	...	...	...	29
42	51	...	...	14	24	55	75	22	49	1	4	23	44	3	4	...	...	...	...	...	...	32
1	5	...	...	...	...	1	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
59	964	188	4,951	59	1,210	297	7,125	148	1,376	187	3,499	335	4,875	3	53	3	67	5	141	12	312	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	38
1,16,78	21,54,626	4,877	97,215	16,267	2,45,104	256,217	24,87,005	1,327,733	41,84,617	88,152	2,12,116	1,415,885	43,96,733	51,812	10,20,285	2,650	48,164	3,319	40,956	4,124	32,806	
22,83	20,33,207	5,005	95,724	14,059	2,26,957	251,381	23,55,888	1,180,469	38,93,587	78,407	7,27,629	1,264,876	46,21,211	49,610	9,10,765	2,403	47,825	3,428	78,270	4,962	92,581	
2,76	1,21,419	...	...	2,208	18,207	14,836	1,31,117	141,264	2,91,030	9,745	...	151,009	2,75,522	2,212	1,09,521	247	539	...	...	...	...	
...	...	128	8,509	...	...	...	...	...	...	...	15,808	...	...	...	...	...	...	1,109	37,320	853	9,715	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

Number.		Railway system, *vide* Appendix 38.	XXXIII. Wool—*concluded.* (2) Manufactured—*concluded.* (d) Other sorts of manufactures.		XXXIII. Wool—*concluded.* Total.		XXXIV. All other articles of merchandise.		Grand Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.								
1	(*a*), (*b*) & (*c*)	Bengal-Nagpur	...	...	...	...	137,242	6,95,181	3,999,315	1,03,56,292
2	(*a*), (*c*) to (*f*) & (*n*) & (*o*).	Bombay, Baroda and Central India	78	1,535	7,176	1,60,437	404,949	12,78,608	2,067,021	1,27,44,412
3	...	Eastern Bengal State	...	...	1,728	33,014	111,205	6,62,314	2,965,098	1,32,59,077
4	...	East Indian	1,199	24,274	4,202	83,267	242,676	29,09950	10,555,019	5,31,47,186
5	...	Great Indian Peninsula	1,170	20,435	2,416	52,822	311,992	30,03,253	4,063,574	4,19,99,059
6	(*a*) to (*d*)	Madras	548	5,070	4,295	40,905	142,401	10,97,273	2,314,455	1,18,94,951
8	(*a*) & (*b*)	Nizam's Guaranteed State	...	...	621	7,291	16,830	1,42,046	770,139	33,90,863
9	...	North Western State	1,169	21,813	27,317	6,58,389	881,710	38,61,971	4,595,489	4,15,47,231
10	...	Oudh and Rohilkhand State	68	522	705	5,451	275,235	14,35,615	1,487,284	67,84,271
		3′ 3½″ gauge.								
11	...	Assam-Bengal	26	401	33	595	17,068	97,084	476,484	19,87,253
12	...	Bengal and North-Western	1	4	466	4,533	97,054	3,57,484	1,680,900	*72,27,155
13	...	Bengal-Doors	...	...	...	...	5,895	45,383	93,261	6,51,071
14	...	Bhavnagar-Gondal-Junagad-Porbandar	2	4	819	5,824	9,155	49,189	293,522	8,82,184
15	...	Burma	5	119	139	2,487	281,445	7,25,936	1,415,286	73,85,953
16	...	Deoghur	...	...	...	...	14,724	5,142	14,724	5,142
17	...	Dibru-Sadiya	...	...	...	...	43,126	64,807	657,140	8,28,498
8	(*c*)	Hyderabad-Godavari Valley	...	5	121	1,708	3,983	45,194	233,827	18,38,460
18	...	Jodhpur-Bikaner	328	4,038	4,231	43,808	18,099	90,355	516,404	24,12,091
6	(*e*) to (*h*)	Madras	73	552	97	817	7,404	45,199	106,815	3,15,365
19	...	Morvi	1	7	308	1,291	1,224	3,701	25,634	51,629
2	(*b*) & (*g*) to (*m*)	Rajputana-Malwa	153	3,093	9,388	1,52,663	218,744	12,53,878	2,318,622	1,76,54,155
20	(*a*) & (*b*)	Rohilkund and Kumaon	74	406	426	2,610	88,993	1,69,357	388,257	11,31,246
21	...	South Indian	61	808	539	6,425	130,083	7,02,073	1,502,039	59,02,825
22	...	Southern Mahratta	773	7,538	1,395	15,292	53,900	3,03,541	1,181,945	70,16,311
23	...	Udaipur-Chitor	...	1	101	656	624	5,654	21,640	25,377
		2′ 6″ gauge.								
24	...	Barsetbasirhat Light	...	...	...	...	4,154	6,075	4,154	6,075
25	...	Barsi Light	6	22	7	27	720	2,356	54,677	1,33,798
26	...	Bukhtiarpore-Behar Light	...	...	...	...	28,418	41,345	28,118	41,345
27	...	Cutch	...	...	...	...	2,396	6,609	10,075	33,200
30	...	Kalka-Simla	3	70	94	2,034	3,761	48,287	30,471	3,20,428
1	(*c*)	Mourbhanj	...	...	...	...	3,130	3,762	12,094	18,928
1	(*d*)	Parlakimedi Light	...	...	...	...	267	262	6,135	4,806
20	(*c*)	Powayan Light	...	...	...	...	22,643	34,638	31,030	46,016
32	...	Tarakeshwar-Mogra Light	...	...	3	4	799	990	25,578	17,606
33	...	Tezpore-Balipara Light	...	...	...	...	6,370	18,010	16,514	63,706
		2′ 0″ gauge.								
35	...	Darjeeling-Himalayan	6	116	29	709	4,218	48,240	38,233	5,04,664
36	...	Howrah-Amta Light	...	...	...	...	19,575	31,743	19,505	31,743
37	...	Howrah-Shenkhala Light	...	...	...	...	7,262	9,024	7,262	9,024
38	...	Jorhat	...	...	...	...	14,016	59,248	14,616	59,248
		Total 1906	5,744	99,893	66,659	12,83,159	3,034,078	1,03,67,295	44,043,607	25,78,98,653
		Total 1905	5,023	87,780	65,446	12,17,228	3,144,057	1,81,30,495	40,723,491	24,42,06,779
		Increase	721	3,113	1,213	65,931	...	12,36,800	3,315,116	1,36,91,874
		Decrease	...	...	...	...	109,979	...	...	...

DIX 17—*concluded.*

the earnings therefrom during the calendar year 1906.

over all railways in India and is therefore not the same as the total production.]

ANIMALS.										NUMBER.	REMARKS.
(1) Horses.		(2) Cattle.		(3) Sheep, etc.		(4) Elephants.		TOTAL.		Main head.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
175	8,869	8,301	36,806	3,643	37,626	25	1,778	12,144	85,079	1	
220	8,004	10,899	2,16,420	17,769	3,45,353	...	...	28,908	5,69,757	2	
26	515	2,613	23,445	168	1,357	...	...	2,807	25,317	3	
1,320	1,40,886	3,337	70,202	5,253	1,25,088	...	3,644	9,910	3,45,820	4	
1,169	53,699	17,513	1,53,761	6,854	1,04,039	...	...	25,466	3,09,499	5	
...	...	...	...	...	...	...	...	...	...	6	
227	5,762	43	803	54	780	...	...	304	7,405	8	
2,013	52,769	4,295	58,179	427	16,207	...	...	6,734	1,25,155	9	
422	23,581	339	8,511	16	470	...	...	777	32,562	10	
2	96	61	703	222	2,734	...	...	275	3,613	11	
135	4,729	4,000	62,539	69	865	...	...	4,804	68,133	12	
...	...	...	...	...	...	...	...	...	...	13	
16	194	81	775	10	112	...	...	107	1,081	14	* Excluding Rs. 5,42,494 in respect of ferries and steam-boats which are included in the details.
755	25,457	3,742	1,10,575	2,437	63,850	...	...	6,934	1,99,882	15	
...	...	...	...	...	...	...	...	...	...	16	
...	...	85	535	...	...	...	...	85	535	17	
62	1,616	22	718	16	303	...	...	100	2,637	8	
36	720	22	350	7	60	...	...	65	1,136	18	
...	...	...	...	...	...	...	...	...	...	6	
10	136	4	76	...	...	...	...	14	212	19	
384	9,446	3,068	46,803	7,235	84,363	...	...	10,687	1,40,718	2	
7	127	16	296	1	19	...	...	24	442	20	
36	943	1,595	8,845	3,786	31,898	...	...	5,417	41,676	21	
230	6,503	343	7,651	1,065	8,524	27	894	1,665	23,564	22	
4	47	2	10	...	...	...	...	6	57	23	
..	...	...	...	...	...	...	...	...	...	24	
..	...	...	...	...	...	...	..	...	...	25	
...	...	...	...	...	...	...	...	...	...	26	
...	...	...	...	...	...	...	...	...	...	27	
...	...	...	...	...	...	...	...	...	...	30	
...	...	...	...	...	2	...	...	...	2	1	
...	..	...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	...	...	20	
...	...	...	...	...	...	...	...	...	...	32	
...	...	...	...	...	...	...	...	...	...	33	
...	...	...	76	...	...	...	...	...	76	35	
...	...	...	...	...	...	...	...	...	...	36	
...	...	...	...	...	...	...	...	...	...	37	
...	...	...	...	...	...	...	...	...	...	38	
7,189	3,43,197	60,970	8,11,215	49,072	8,23,640	52	6,306	1,17,283	19,84,358		
10,944	3,96,407	44,193	6,38,571	44,508	7,48,333	32	3,430	98,777	17,86,731		
...	...	16,777	1,72,644	4,564	75,317	20	2,876	18,506	1,97,637		
...	...	...	...	...	...	...	...	...	...		

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number.	1 (*a*)	2 (*a*) to (*f*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)		6 (*a*) to (*d*)	8 (*a*) & (*b*)	9 (*a*) to (*g*)	10 (*a*) & (*b*)	11 (*a*)
		Calendar year 1906.	Bengal-Nagpur	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula. G.I.P.	Great Indian Peninsula. I.M.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.
	DESCRIPTION OF RAILWAY WORKED.												
1	Gauge of railway	...	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	3′ 3⅜″
2	Mileage worked . . . . *Miles*	...	1,698·32	834·03	497·95	2,324·95	1,091·57	1,178·72	1,425 22	354·70	4,111·18	1,220·92	772·88
3	Number of stations . . . . *No.*	...	240	138	129	414	264	148	318	45	623	191	126
4	Total length of the following gradients :—												
	(*a*) 1/150 and less . . . *Miles*	...	...	...	...	5·90	19·31	} 6·75	...	...	33·62	0·19	10·10
	(*b*) 1/81 to 1/85 . . . . ,,	...	0·15	1·32	...	17·66	2·82	}	22·34	...	93·23	9·30	33·03
	(*c*) 1/81 to 1/100 . . . . ,,	...	103·90	0·50	...	48·86	61·90	11·23	58·97	79·19	137·10	6·41	25·70
	(*d*) 1/101 to 1/200 . . . ,,	...	570·81	169·58	...	209·49	550·16	365·80	294·72	110·99	137·96	19·15	97·44
	(*e*) 1/201 to 1/300 . . . ,,	...	141·78	63·31	5·97	162·31	210·95	105·14	156·28	18 22	114·09	22·56	31·65
5	Steepest gradient worked—												
	(*a*) Length . . . . *Miles*	...	0·15	1·32	2·00	14 26	5·99	2·40	0·80	2·52	5·60	0·19	8·54
	(*b*) Inclination	...	1/85	1/85	1/300	1/85	1/87	1/85	1/85	1/100	1/85	1/85	1/87
	FINANCIAL RESULTS.	Calendar year 1906 by half-years.											
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay . *Per cent.*	1st half	3·16	4·45	1·42	4·91	4·61	2·52	2·54	3·47	2·56	2·80	0·09
		2nd ,,	2·16	3·01	3·77	4·41	2·96	1·80	1·45	2·96	2·71	2·20	0·25
7	Percentage of net earnings for each half-year on paid up capital . . . . *Per cent.*	1st half	3·11	...	...	...	...	2·57	2·54	2·97	...	...	...
		2nd ,,	2·17	...	...	...	...	1·86	1·46	2·55	...	...	...
	OUTLAY, EARNINGS AND EXPENSES.												
	(*Exclusive of Steam-boat Service*)												
8	Capital outlay per mile open . *Rs.*	1st half	1,46,200	1,39,859	2,05,033	2,30,348	2,08,928	1,40,153	1,38,727	1,30,369	1,41,733	1,18,834	1,56,746
		2nd ,,	1,49,160	1,90,755	2,08,520	2,17,710	2,09,218	1,40,976	1,39,811	1,30,487	1,43,006	1,19,458	1,59,205
9	Total earnings per mile open per week . . . . . ,,	1st half	318	591	428	704		481	502	280	321	273	91
		2nd ,,	271	458	662	658		379	275	244	317	231	118
10	Total working expenses per mile open per week . . . . ,,	1st half	131	260	307	266		222	154	105	172	127	66
		2nd ,,	139	234	335	262		207	158	95	161	127	102
11	Total earnings per train-mile . . ,,	1st half	4·61	6·67	3·63	4·54		4·79	4·43	4·54	3·75	3·39	2·42
		2nd ,,	3·92	5 54	4·77	4·65		3·75	4 03	4·47	3·69	3·09	2·82
12	Total working expenses per train-mile . . . . . ,,	1st half	1·90	2·94	2·61	1·83		2·03	2·26	1·70	2·00	1·70	2·27
		2nd ,,	2·01	2·81	2 42	1·85		2 05	2·70	1·74	1·87	1 70	2·44
13	Net earnings per train-mile . . ,,	1st half	2·71	3·73	1·02	3·02		2·36	2·17	2·84	1·75	1·69	0·15
		2nd ,,	1·91	2·71	2·35	2·80		1·70	1·27	2·73	1·82	1·39	0·38
14	Cost per 1,000 gross ton miles moved (freight and dead weight) . . . . . ,,	1st half	4·52	6 83	7·71	3·64		5·51	6·43	4·33	5·60	4·84	11·01
		2nd ,,	5·08	7·20	7·04	3 68		5·91	8·32	4·37	5·19	4·94	10·42
15	Percentage of total working expenses on total earnings . *Per cent.*	1st half	41·25	44·01	71·78	37·73		46·16	50·92	37·49	53·51	50·20	93·71
		2nd ,,	51·31	51·05	50·58	39·85		54·09	68·10	38·85	50·67	55·10	86·70
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores . . . . *Per cent.*	1st half	39·72	43·16	72·22	36·37		44·66	49·41	37·22	51·26	48·17	93·52
		2nd ,,	49·73	50·65	50·14	38·50		53·38	67·29	38 76	49·03	53·29	86·28
	(*Inclusive of Steam-boat Service*).												
17	Percentage of total working expenses on total earnings (for details, see items 123—129). . *Per cent.*	1st half	42 13	44·01	71·78	37·82		46·26	50·99	37·49	53·52	50·20	93·95
		2nd ,,	52 45	51·05	50 58	40 04		54 69	68·40	38 85	50·68	55·10	86·66

DIX 18.

system during each half-year of 1906.

do not prepare these statistics.

12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (c)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (h) & (i)	1 (k)	Gauge. Number.	Serial number.
Bengal and North-Western.	Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad Godavari Valley.	Jodhpur Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Raipur-Dhamtari.	Calendar year 1906.	
3′ 3¾″	3′ 3¾″	3′ 3¾″	3′ 3¾″	3′ 3¾″	3′ 3¾″	3′ 3¾″	3′ 3¾″	3′ 3¾″	3′ 3¾″	3′ 3¾″	2′ 6″	2′ 6″	2′ 6″	2′ 6″	...	1
1,621·76	455·45	1,340·15	831·82	391·13	833·22	2,079·65	340·36	1,355·79	1,723·42	68·72	241·77	59·44	131·98	56·69	...	2
287	64	236	145	47	85	295	61	213	244	7	28	21	21	9	...	3
...	1·83	64·52	0·37	...	...	3·40	...	0·04	15·66	...	...	6·00	0·96	0·27	...	4
...	0·28	31·83	0·64	...	...	0·23	6·41	14·64	75·82	...	31·51	2·83	...	...	...	
0·69	1·68	47·78	2·05	...	...	18·75	8·56	130·82	550·10	1·10	60·54	9·94	48·55	...	...	
5·14	123·76	155·52	21·23	221·73	168·36	360·44	4·40	243·71	265·92	30·75	38·07	3·40	86·24	18·60	...	
4·61	64·74	107·78	15·13	13·95	61·24	173·72	6·88	103·56	98·45	6·98	13·39	...	22·74	1·95	...	
0·69	1·88	9·81	0·82	5·41	2·31	3·40	3·00	0·04	15·06	0·46	0·07	27·61	9·43	0·27	...	5
1/166	2/3	2/3	1/30	1/13	1/30	1/5	1/5	2/5	1/5	1/30	1/28	1/3	2/3	1/31	...	
															Calendar year 1906 by half-years.	
3·61	3·40	2·84	2·88	3·51	6·67	5·32	3·99	2·95	2·21	4·34	1·25	0·93	—0·77	2·81	1st half	6
2·74	2·16	1·41	4·14	1·80	3·61	3·82	2·95	2·87	1·29	2·19	0·68	0·81	—0·29	1·25	2nd „	
...	...	...	...	3·49	...	...	...	...	...	...	1·20	1·00	...	2·81	1st half	7
...	...	...	...	1·81	...	...	...	...	...	...	0·66	...	...	1·25	2nd „	
77,498	49,860	98,706	92,330	67,182	25,616	74,295	52,707	78,879	79,156	30,759	50,941	291,623	65,311	24,829	1st half	8
79,093	49,963	99,878	88,901	67,810	25,662	75,092	55,395	79,374	79,068	30,841	52,361	267,210	65,249	24,926	2nd „	
182	112	249	218	178	104	280	143	210	150	82	66	232	53	47	1st half	9
163	86	201	250	120	84	234	124	200	124	60	55	262	61	32	2nd „	
69	47	186	133	86	38	123	60	119	81	30	40	119	71	20	1st half	10
75	44	143	113	72	48	120	76	110	84	34	42	177	67	20	2nd „	
3·06	3·98	3·39	3·57	3·49	3·40	3·67	3·36	3·26	2·63	5·10	2·76	5·30	0·95	2·27	1st half	11
2·77	3·63	2·72	3·93	2·94	2·86	3·20	3·00	2·94	2·42	3·93	2·09	5·42	0·95	1·54	2nd „	
1·16	1·67	1·85	2·18	1·68	1·25	1·62	1·41	1·84	1·43	1·88	1·70	2·71	1·27	0·96	1st half	12
1·28	1·90	1·95	1·78	1·77	1·63	1·61	1·85	1·61	1·64	2·23	1·57	3·65	1·04	0·96	2nd „	
1·90	2·31	1·54	1·39	1·81	2·15	2·05	1·94	1·42	1·20	3·21	1·06	2·59	—0·32	1·31	1st half	13
1·49	1·78	0·78	2·15	1·17	1·23	1·56	1·16	1·33	0·78	1·70	0·52	1·77	—0·09	0·58	2nd „	
4·83	8·76	8·36	11·17	8·08	5·64	6·59	6·74	9·29	7·29	8·12	8·40	31·00	21·87	9·75	1st half	14
5·48	10·19	8·80	8·54	8·94	5·07	7·05	7·18	8·18	8·79	11·41	7·67	41·55	17·83	12·07	2nd „	
37·88	42·02	51·68	61·14	48·25	36·65	44·01	42·12	56·37	54·28	36·94	61·53	51·22	134·19	42·84	1st half	15
46·26	51·62	71·36	45·26	60·34	57·09	51·26	61·51	54·72	67·68	56·73	75·19	67·42	109·38	62·16	2nd „	
36·79	41·15	53·50	58·25	46·87	35·67	43·07	41·51	55·79	52·77	36·92	54·64	51·13	135·04	38·52	1st half	16
45·02	51·26	69·78	44·06	58·44	55·87	50·06	61·07	54·01	66·24	56·70	68·67	67·25	109·55	54·24	2nd „	
39·79	42·02	55·29	62·74	48·25	36·65	44·01	39·80	56·37	54·28	36·94	61·53	51·13	137·25	42·34	1st half	17
48·31	51·62	71·96	46·99	60·34	57·09	51·26	47·72	54·72	67·63	56·73	75·19	67·42	112·25	62·16	2nd „	

Analysis of working of each railway

NOTE.—Railways not shown

	PARTICULARS.		GAUGE.	5′ 6″									
			Number	1 (*a*)	2 (*a*) to (*f*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	8 (*a*) & (*b*)	9 (*a*) to (*g*)	10 (*a*) & (*b*)	11 (*a*)
			Calendar year 1906 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkund.	Assam-Bengal.
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.												
18	Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of Rs.)	Rs.	1st half	54,54	54,76	37,46	1,54,22	1,61,97	54,14	9,06	1,75,83	39,07	16,34
			2nd „	56,78	49,31	41,04	1,54,57	1,50,48	67,97	8,01	1,69,96	37,28	19,06
	Proportions, *dividing expenditure in ratio of gross ton-mileage (freight and dead load)*—												
19	Coaching in thousands of Rs.	„	1st half	13,75	19,74	17,81	42,03	51,16	17,41	1,95	52,05	17,79	6,01
			2nd „	16,85	21,48	17,24	43,71	57,96	23,71	2,18	54,29	18,22	6,24
20	Goods in thousands of Rs.	„	1st half	40,79	35,02	19,65	1,12,19	1,10,81	36,73	7,11	1,23,83	21,28	10,32
			2nd „	39,91	27,83	23,80	1,10,86	92,52	44,26	5,83	1,15,67	19,05	12,82
	COACHING TRAFFIC.												
	Gross receipts and train-mileage (in thousands)—												
21	Receipts from coaching traffic	Rs.	1st half	42,35	39,59	25,65	1,30,63	97,97	41,47	6,03	1,03,19	42,44	8,72
			2nd „	38,27	37,37	25,76	1,20,38	92,38	38,40	5,29	1,08,91	36,15	8,24
22	Coaching train-miles run	No.	1st half	1,171	1,129	920	3,782	3,638	1,058	159	4,080	1,590	295
			2nd „	1,264	1,167	979	3,745	3,847	1,213	173	4,420	1,594	324
23	Average coaching receipts per train-mile	Rs.	1st half	3·61	3·51	2·79	3·45	2·69	3·92	3·80	2·53	2·67	2·96
			2nd „	3·03	3·20	2·63	3·21	2·40	3·17	3·06	2·45	2·27	2·54
	UNITS AND UNIT-MILEAGE.												
	Number of units carried one mile (in thousands)—												
24	1st class	*Unit-miles*	1st half	1,555	2,160	1,030	5,105	8,060	2,860	354	4,931	2,035	292
			2nd „	1,509	1,754	1,244	4,902	9,261	2,351	271	4,673	1,719	309
25	2nd „	„	1st half	3,575	13,620	2,671	11,821	31,627	8,840	2,271	12,409	5,628	485
			2nd „	4,710	11,774	3,482	14,532	32,094	11,080	2,125	15,603	5,742	551
26	3rd or intermediate class	„	1st half	3,005	15,923	14,314	33,243	61,842	2,923	4,561	48,368	23,808	331
			2nd „	10,389	15,652	18,143	59,806	61,342	2,572	5,145	53,640	22,505	400
27	4th or lowest „	„	1st half	280,597	239,073	149,782	844,931	533,387	262,830	34,271	675,929	247,871	49,383
			2nd „	247,564	220,632	134,571	764,729	481,584	247,574	30,579	633,753	207,276	45,033
28	Total passenger unit-mileage	„	1st half	293,732	270,781	167,800	913,100	634,916	277,452	41,457	741,637	279,392	50,491
			2nd „	264,172	249,812	157,440	843,969	584,281	263,577	38,120	757,669	237,242	46,278
29	Other coaching traffic	*Ton-miles*	1st half	1,760	3,116	1,105	9,326	9,313	3,170	476	5,281	1,874	360
			2nd „	1,738	3,196	1,407	9,061	8,262	2,819	374	7,458	1,681	407
	Average sum received for carrying a unit one mile—												
30	1st class	*Pies*	1st half	15·08	10·11	13·71	14·66	10·95	12·16	14·99	11·48	11·71	16·47
			2nd „	13·27	10·22	12·56	14·80	10·76	12·44	15·23	11·68	12·00	16·22
31	2nd „	„	1st half	6·65	4·55	6·83	6·76	4·27	4·97	4·69	5·21	5·34	7·98
			2nd „	5·98	4·96	5·64	6·22	4·55	4·00	4·89	4·79	5·37	7·61
32	3rd or intermediate class	„	1st half	3·37	3·00	2·97	3·25	2·97	4·50	2·50	3·02	3·03	4·01
			2nd „	3·18	3·00	2·61	3·00	2·97	4·50	2·50	3·02	3·03	3·93
33	4th or lowest „	„	1st half	2·88	2·24	2·44	2·24	2·16	2·24	1·99	2·26	2·47	2·88
			2nd „	2·36	2·28	2·50	2·21	2·16	2·23	1·99	2·26	2·44	2·89
34	Average for all classes	„	1st half	2·52	2·46	2·63	2·43	2·45	2·46	2·30	2·42	2·64	3·01
			2nd „	2·52	2·51	2·70	2·40	2·51	2·41	2·31	2·43	2·64	3·04
35	Other coaching traffic per ton-mile	„	1st half	40·08	29·87	46·49	30·40	24·65	36·10	42·53	35·44	40·68	42·93
			2nd „	40·16	28·65	49·21	31·80	37·10	35·85	35·46	34·12	40·94	42·57

DIX 18—*continued.*

system during each half-year of 1906—contd.

do not prepare these statistics.

3′ 3½″											2′ 6″				Gauge.	
12 (*a*) & (*b*)	14 (*a*) to (*d*)	15 (*a*)	3 (*b*) & (*c*)	8 (*c*)	18 (*a*) to (*c*)	2 (*g*) to (*m*)	20 (*a*) & (*b*)	21 (*a*) to (*f*)	22 (*a*) to (*f*)	23 (*a*)	1 (*b*)	30 (*a*)	9 (*h*) & (*i*)	1 (*g*)	Number.	Serial number.
Bengal and North-Western.	Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Raipur-Dhamtari.	Calendar year 1906 by half-years.	
27,05	5,34	46,18	26,94	8,81	8,05	64,61	5,32	40,34	35,58	51	2,46	1,82	2,42	23	1st half	18
30,74	4,90	42,34	23,99	6,97	10,13	62,74	6,89	37,45	36,69	58	2,61	2,69	2,26	29	2nd „	
11,43	2,62	16,86	10,82	2,82	2,83	20,71	2,26	18,82	11,59	33	91	89	98	8	1st half	19
14,17	2,99	18,53	8,92	3,08	4,34	24,23	4,10	17,21	13,62	41	93	1,13	1,01	9	2nd „	
15,62	2,72	20,32	16,12	5,49	5,22	43,90	3,06	21,52	24,05	18	1,55	93	1,44	21	1st half	20
16,58	1,91	29,31	15,07	3,88	5,78	38,51	2,79	20,25	23,07	17	1,66	1,56	1,25	20	2nd „	
32,67	5,28	39,38	18,80	5,42	7,09	49,03	5,52	41,01	28,33	81	1,82	2,06	1,98	30	1st half	21
31,42	6,56	32,02	22,46	4,90	7,57	48,11	5,55	38,40	21,73	65	1,59	2,21	1,21	26	2nd „	
1,263	189	1,001	638	187	267	1,800	173	1,165	995	17	50	35	76	11	1st half	22
1,362	183	1,028	697	187	302	1,999	268	1,229	995	27	59	30	91	12	2nd „	
2·59	2·79	3·93	2·94	2·89	2·66	2·72	3·19	3·52	2·39	4·73	3·63	5·96	1·42	2·76	1st half	23
2·31	3·59	3·12	3·22	2·63	2·51	2·41	2·67	3·13	2·18	2·44	2·67	7·24	1·34	2·10	2nd „	
456	189	1,447	579	164	309	1,342	156	1,241	954	29	37	103	55	5	1st half	24
420	189	1,315	645	177	215	1,031	160	1,042	995	20	39	123	61	3	2nd „	
1,208	1,234	3,645	1,626	1,860	752	3,886	976	6,239	3,772	67	81	190	83	6	1st half	25
1,324	1,227	3,362	1,167	1,883	831	4,256	1,027	4,368	3,599	58	80	218	98	6	2nd „	
4,986	1,417	...	7,726	...	1,997	10,248	405	...	...	7	62	...	78	31	1st half	26
5,598	1,448	...	6,085	...	9,261	10,255	471	...	...	66	51	...	49	23	2nd „	
283,125	41,267	223,394	114,806	41,924	52,763	384,376	38,418	346,764	172,764	6,454	15,750	1,676	7,930	1,702	1st half	27
268,137	37,206	179,394	134,692	37,206	55,074	381,682	37,144	321,818	158,664	5,165	13,556	1,671	9,104	1,494	2nd „	
289,775	44,107	228,486	124,737	43,948	55,821	399,859	39,955	354,244	177,490	6,557	15,930	1,969	8,146	1,744	1st half	28
275,479	40,070	184,571	142,589	39,266	58,331	397,224	38,802	327,228	163,258	5,304	13,726	2,012	9,312	1,525	2nd „	
753	241	995	750	245	326	3,000	168	860	1,347	42	42	49	28	7	1st half	29
964	152	968	1,044	187	402	3,002	177	853	1,113	36	40	52	27	6	2nd „	
12·98	11·34	16·12	13·84	11·45	11·57	14·10	25·58	11·78	15·45	17·35	15·85	49·32	11·30	15·49	1st half	30
12·99	11·29	15·29	13·82	11·79	15·14	13·88	27·87	11·69	15·39	17·93	15·52	49·82	11·58	14·65	2nd „	
6·12	5·65	8·04	6·68	4·55	6·25	6·47	7·80	4·33	5·86	8·97	8·00	27·48	5·81	7·93	1st half	31
6·09	5·64	7·73	7·57	5·05	6·50	6·56	8·66	5·66	5·94	8·98	7·84	27·48	5·68	7·40	2nd „	
3·12	4·00	...	3·00	...	2·78	2·99	4·29	...	...	2·99	4·50	...	3·90	4·50	1st half	32
3·15	4·00	...	3·60	...	2·86	2·99	4·46	...	...	3·00	5·38	...	3·00	4·50	2nd „	
1·99	2·75	2·99	2·50	2·00	2·06	2·01	2·15	2·03	2·09	1·99	2·00	9·00	2·25	3·00	1st half	33
1·99	2·75	2·97	2·46	2·00	2·06	2·01	2·15	2·04	2·09	1·99	2·00	9·00	2·25	3·00	2nd „	
2·05	2·91	3·16	2·64	2·14	2·19	2·12	2·40	2·10	2·24	2·14	2·07	12·60	2·36	3·03	1st half	34
2·05	2·92	3·14	2·66	2·19	2·20	2·12	2·45	2·12	2·25	2·13	2·08	13·47	2·35	3·06	2nd „	
44·65	47·69	34·81	42·58	40·53	42·26	30 84	59·44	50·61	44·66	35·62	47·15	204·05	53·13	45·87	1st half	35
39·18	47·91	36·46	49 24	43·65	42·02	27·99	64·17	50·08	43·50	33·41	47·31	206·09	52·90	45·40	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″									
		Number.	1 (*a*)	2 (*a*) to (*f*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	8 (*a*) & (*b*)	9 (*a*) to (*g*)	10 (*a*) & (*b*)	11 (*a*)
		Calendar year 1906 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkund.	Assam-Bengal.
	COACHING TRAFFIC—*contd.*											
	UNITS AND UNIT-MILEAGE—*concld.*											
	Average number of units in a train—											
36	1st class . . . . . *No.*	1st half	1·33	1·91	1·12	1·35	2·22	2·70	1·13	1·21	1·31	0·99
		2nd ,,	1·19	1·50	1·27	1·31	2·11	1·91	0·69	1·06	1·08	0·95
37	2nd ,, ... ,,	1st half	3·05	12·06	2·90	3·12	3·69	3·36	7·25	3·04	3·54	1·65
		2nd ,,	3·72	10·09	3·55	3·88	3·34	2·14	5·42	5·53	3·60	1·64
38	3rd or intermediate class . . . ,,	1st half	6·33	14·10	15·56	14·08	17·00	2·76	123·91	11·86	10·98	1·12
		2nd ,,	8·22	13·42	18·53	15·97	15·95	2·12	91·16	12·14	14·12	1·24
39	4th or lowest ,, ,,	1st half	239·52	211·69	162·77	223·38	146·63	248·44		165·68	155·92	167·61
		2nd ,,	195·85	189·10	137·42	204·18	125·18	204·12		154·71	130·03	138·95
40	Total passenger units . . . . ,,	1st half	230·73	289·76	182·35	241·93	174·54	362 26	132·29	181·79	175·75	171·37
		2nd ,,	203·98	214 11	160·77	225·34	151·88	217·32	97·28	171·44	148·83	142·78
41	Other coaching traffic *Tons*	1st half	1·50	2·76	1·20	2·47	2·57	3·00	1·52	1·29	1·18	1·23
		2nd ,,	1·37	2·74	1·43	2·42	2·15	2·32	0·95	1·68	1·05	1·26
	VEHICLES AND VEHICLE MILEAGE—											
	Number of coaching vehicles hauled one mile (in thousands)—											
42	1st class . . . . *Vehicle-miles*	1st half	1,447	826	1,115	4,410	5,655	1,405	395	4,592	1,717	446
		2nd ,,	1,474	867	1,213	4,545	6,144	1,373	468	4,792	1,686	532
43	2nd ,, ... ,,	1st half	1,247	2,074	1,076	5,693	5,997	1,643	362	4,602	1,516	437
		2nd ,,	1,350	2,134	1,166	5,853	6,492	1,663	461	4,867	1,432	521
44	3rd or intermediate class . . ,,	1st half	1,220	1,044	1,880	5,556	3,979	2·8	1,570	5,331	2,544	282
		2nd ,,	1,313	1,217	2,008	6,217	4,086	189		5,597	2,605	217
45	4th or lowest ,, . . . ,,	1st half	11,641	9,652	7,005	37,350	23,127	9,741	1,742	32 446	9,710	3,358
		2nd ,,	12,820	9,668	7,362	36,497	23,736	10,053		36,160	9,230	3,496
46	Other vehicles . . . . ,,	1st half	1,015	1,741	1,504	5,520	6,549	1,638	201	3,408	1,125	540
		2nd ,,	955	1,925	1,604	5,709	6,706	1,472	187	4,282	1,473	570
47	Brake-vans . . . . ,,	1st half	2,157	1,435	1,068	6,521	6,891	2,279	359	6,655	2,409	359
		2nd ,,	2,421	1,545	1,097	6,117	6,594	2,713	437	6,628	2,419	405
48	Total . . . . . ,,	1st half	18,727	16,775	13,738	63,050	51,698	17,059	2,887	57,034	19,021	5,422
		2nd ,,	20,333	17,351	14,470	64,938	53,758	17,463	3,295	62,326	18,815	5,741
	Average number of vehicles in a coaching train—											
49	1st class . . *No.*	1st half	1·24	0·73	1·21	1·17	1·55	1·41	1·26	1·13	1·08	1·51
		2nd ,,	1·17	0·74	1·24	1·21	1·60	1·13	1·19	1·08	1·06	1·64
50	2nd ,, . . ,,	1st half	1·06	1·84	1·17	1·51	1·65	1·56	1·16	1·13	0·95	1·48
		2nd ,,	1·06	1·83	1·19	1·56	1·89	1·37	1·18	0·10	1·90	1·61
51	3rd or intermediate class ,,	1st half	1·04	0 92	2·04	1·47	1·09	0·24	5·01	1·31	1·60	0·96
		2nd ,,	1·04	1·04	2·05	1 66	1·06	0·16	4·45	1·27	1 63	0·67
52	4th or lowest ,, ,,	1st half	9 93	8·55	7 61	9·84	6·36	9·21		7·95	6·11	11·40
		2nd ,,	10·14	8·28	7·54	9·74	6·17	8·29		8·18	5·79	10·78
53	Other vehicles ,,	1st half	0·87	1·54	1·74	1·46	1·80	1·55	0·64	0·88	0·71	1·88
		2nd ,,	0·76	1·65	1·64	1·52	1·74	1·21	0·48	0·97	0·92	1·76
54	Brake-vans ,,	1st half	1·84	1·27	1·16	1·72	1·76	2·16	1·14	1·63	1·52	1·22
		2nd ,,	1·92	1·33	1·12	1·63	1·71	2·24	1·11	1·50	1·52	1·25
55	Total ,,	1st half	15·98	14·85	14·93	16·67	14·21	16·13	9·21	13·93	11·97	18·40
		2nd ,,	16·09	14·87	14·78	17·34	13·97	14·49	8·41	14·10	11·82	17·71
	Average earnings per coaching vehicle per mile—											
56	1st class . . *Pies*	1st half	16·22	26·44	12·67	16·97	15·60	28·27	13·42	12·33	14·22	10·78
		2nd ,,	13·58	20·68	13·02	15·42	16·22	21·29	8·83	11·39	12·24	9·40
57	2nd ,, . . ,,	1st half	19·07	29·85	16·98	14·04	22·52	26·67	22·42	14·05	19·82	8·86
		2nd ,,	20·85	27·36	16·83	15·45	22·49	26·63	22·51	15·36	21·53	7·97
58	3rd or intermediate class ,,	1st half	22·16	45·74	22·60	31·13	46·15	51·02	50·71	27·86	28·34	4·71
		2nd ,,	25·17	38·55	23·69	28·81	44·57	61·41		28·90	26·14	7·25
59	4th or lowest ,, ,,	1st half	57·41	55·49	52·28	53·64	49·74	60·56	42·31	47·06	63·03	42·30
		2nd ,,	45·58	52·02	46·33	46·25	43·79	54·82		42·76	54·79	37·21
60	Other vehicles ,,	1st half	69·47	53 36	32·23	51·51	49·44	69·85	100·60	54·92	67·73	28·56
		2nd ,,	73·04	47·56	43·76	49 68	45 71	68·67	70·78	59·25	46·72	30·43

DIX 18—*continued.*

system during each half-year of 1906—contd.

Do not prepare these statistics.

3′ 3¾″											2′ 6″				Gauge.	
12 (*a*) & (*b*)	14 (*a*) to (*d*)	15 (*a*)	3 (*b*) and (*c*)	8 (*c*)	18 (*a*) to (*c*)	2 (*g*) to (*m*)	20 (*a*) & (*b*)	21 (*a*) to (*f*)	22 (*a*) to (*j*)	23 (*a*)	1 (*b*)	30 (*a*)	9 (*h*) & (*i*)	1 (*e*)	Number.	Serial number.
Bengal and North-Western.	Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Cintor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Raipur-Dhamtari.	Calendar year 1906 by half-years.	
0·38	1·00	1·44	0·91	0·53	1·16	0·74	0·90	1·06	0·96	1·63	0·75	2·99	0·73	0·48	1st half	36
0·31	1·04	1·28	0·92	0·58	0·71	0·52	0·77	0·85	1·00	0·76	0·65	4·04	0·67	0·23	2nd ,,	
0·96	6·52	3·64	2·55	5·99	2·81	2·16	5·63	5·36	3·79	3·94	1·63	5·48	1·10	0·54	1st half	37
0·97	6·71	3·27	1·67	6·10	2·75	2·13	4·94	3·55	3·62	1·97	1·35	7·15	1·08	0·49	2nd ,,	
3·95	7·48	...	12·11	...	7·48	5·69	2·34	...	...	0·40	1·26	...	1·02	2·92	1st half	38
4·11	7·93	...	8·73	...	7·49	5·13	2·27	...	...	2·45	0·86	...	0·54	1·81	2nd ,,	
224·21	217·96	223·13	179·98	135·08	197·59	213·51	221·84	297·67	173·64	377·90	317·92	48·42	104·38	158·25	1st half	39
196·87	208·63	175·02	198·13	120·64	182·45	190·89	178·75	261·94	159·41	193·03	227·96	54·85	100·42	122·09	2nd ,,	
229·48	232·96	228·21	195·55	141·60	209·04	222·10	230·71	304·09	178·39	383·92	321·56	56·89	107·23	162·19	1st half	40
202·26	219·31	179·57	204·45	127·32	193·40	198·67	186·78	266·34	164·03	198·23	130·82	66·04	102·71	124·62	2nd ,,	
0·60	1·27	0·99	1·18	0·79	1·22	1·67	0·97	0·74	1·35	2·43	0·84	1·42	0·36	0·65	1st half	41
0·71	0·99	0·94	1·50	0·60	1·33	1·50	0·85	0·69	1·12	1·85	0·68	1·71	0·29	0·47	2nd ,,	
2,214	314	1,523	930	331	330	2,420	307	1,326	1,423	22	67	36	35	6	1st half	42
2,287	310	1,556	854	331	351	2,501	371	1,445	1,433	28	76	42	42	6	2nd ,,	
1,907	414	1,907	769	358	350	2,310	259	1,443	1,407	29	66	37	35	6	1st half	43
1,967	430	1,911	799	363	348	2,431	328	1,589	1,498	22	76	41	41	6	2nd ,,	
4,274	300	...	1,465	...	438	1,112	168	...	...	6	39	...	50		1st half	44
2,212	341	...	1,560	...	448	1,214	158	...	...	28	45	...	43	138	2nd ,,	
20,117	2,450	15,051	7,145	1,682	3,525	24,994	2,352	16,926	11,577	332	1,248	152	478	124	1st half	45
20,661	2,451	15,630	7,634	1,609	3,746	27,095	2,679	17,420	11,229	266	1,398	154	695		2nd ,,	
441	127	1,069	923	154	317	1,703	58	2,080	1,424	6	49		37	7	1st half	46
449	131	936	888	147	367	1,830	146	2,048	1,197	8	81	74	104	7	2nd ,,	
2,799	474	1,434	783	299	912	4,221	564	1,116	1,646	54	49	78	76	19	1st half	47
3,250	447	1,465	824	296	933	4,880	418	1,060	1,613	52	53		60	21	2nd ,,	
29,752	4,079	20,984	11,970	2,824	5,872	36,760	3,708	22,891	17,477	449	1,518	299	711	176	1st half	48
30,776	4,110	21,498	12,550	2,746	6,193	39,951	4,100	23,562	16,970	404	1,729	315	925	164	2nd ,,	
1·75	1·66	1·52	1·46	1·07	1·24	1·34	1·77	1·14	1·43	1·30	1·34	1·04	0·46	0·59	1st half	49
1·64	1·70	1·51	1·22	1·07	1·16	1·25	1·78	1·18	1·44	1·03	1·29	1·37	0·47	0·53	2nd ,,	
1·51	2·19	1·91	1·21	1·15	1·31	1·28	1·49	1·24	1·41	1·68	1·34	1·08	0·46	0·59	1st half	50
1·45	2·34	1·86	1·15	1·18	1·15	1·22	1·58	1·29	1·51	0·84	1·29	1·34	0·45	0·53	2nd ,,	
1·80	1·18	...	2·29	...	1·64	0·62	0·97	...	...	0·37	0·78	...	0·66		1st half	51
1·62	1·87	...	2·24	...	1·49	0·61	0·76	...	...	1·05	0·74	...	0·47	12·82	2nd ,,	
15·93	12·94	15·03	11·20	5·42	13·20	13·88	13·59	14·53	11·64	19·46	25·20	4·39	6·29	10·12	1st half	52
15·17	13·41	15·21	10·95	5·22	12·41	13·55	12·89	14·18	11·28	9·96	23·50	5·07	7·00		2nd ,,	
0·35	0·67	1·07	1·45	0·50	1·19	0·95	0·34	1·78	1·43	0·36	0·99		0·49	0·69	1st half	53
0·33	0·72	0·91	1·27	0·47	1·22	0·91	0·71	1·67	1·20	0·29	1·36	2·15	1·15	0·56	2nd ,,	
2·22	2·50	1·43	1·15	0·96	3·41	2·35	3·26	0·96	1·66	3·13	0·99	2·57	1·00	1·73	1st half	54
2·39	2·45	1·43	1·18	0·96	3·09	2·44	2·01	0·86	1·62	1·93	0·90		0·66	1·70	2nd ,,	
23·56	21·54	20·96	18·76	9·10	31·99	20·42	21·42	19·65	17·57	26·30	30·64	8·66	9·36	16·42	1st half	55
22·60	22·49	20·92	18·01	8·90	20·52	19·98	19·73	19·18	17·05	15·10	29·08	10·35	10·20	13·44	2nd ,,	
2·67	6·82	15·31	8·61	5·69	10·83	7·81	13·02	11·03	10·36	23·08	8·85	165·93	18·60	12·62	1st half	56
2·44	6·89	12·92	10·43	6·33	9·29	5·72	12·00	8·43	10·69	13·20	7·81	169·44	16·63	6·45	2nd ,,	
3·88	16·81	15·38	14·12	23·67	13·43	10·89	29·42	18·73	15·72	21·06	9·73	163·11	13·85	7·33	1st half	57
4·10	16·10	13·60	13·98	26·13	15·53	11·44	27·11	15·57	14·29	21·68	8·20	171·08	13·04	6·74	2nd ,,	
6·85	18·89	...	15·85	...	12·65	27·59	10·33	...		3·18	7·27	...	4·67		1st half	58
7·98	16·99	...	17·95	...	14·44	25·28	13·29	...		7·04	6·19	...	3·44	38·05	2nd ,,	
28·07	46·32	44·44	40·17	49·83	30·81	30·97	35·13	41·49	31·11	38·79	25·23	175·85	37·34	37·00	1st half	59
25·86	41·74	34·13	43·45	46·23	30·24	28·30	29·77	37·75	29·48	38·65	19·40	113·53	32·26		2nd ,,	
76·24	90·39	32·42	34·41	64·34	48·40	54·34	171·37	20·92	42·24	238·77	40·00	184·48	39·26	43·92	1st half	60
81·15	66·32	37·71	57·92	55·77	46·05	45·90	77 81	20·84	41·36	151·06	23·51	137·16	13·45	38·02	2nd ,,	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″									
		Number	1 (*a*)	2 (*a*) to (*f*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	8 (*a*) & (*b*)	9 (*a*) to (*g*)	10 (*a*) & (*b*)	11 (*a*)
		Calendar year 1906 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkund.	Assam-Bengal.
	COACHING TRAFFIC—*contd.* VEHICLES AND VEHICLE-MILEAGE—*concld.* Carrying capacity hauled one mile (excluding brakes) (in thousands)—											
61	1st class . . . . *Seats*	1st half	13,043	20,573	23,553	64,400	77,723	14,572	4,965	82,585	38,880	5,213
		2nd ,,	12,929	21,217	25,744	67,210	85,297	13,988	5,938	85,873	37,609	6,143
62	2nd ,, ... ,,	1st half	17,207	69,053	26,188	123,544	160,682	28,841	7,991	96,302	34,423	5,099
		2nd ,,	18,523	70,229	28,451	127,424	175,708	28,466	10,232	130,371	32,417	6,067
63	3rd or intermediate class . ,,	1st half	40,967	43,944	86,318	247,482	220,538	10,216	}	186,976	88,674	6,892
		2nd ,,	42,286	50,420	94,259	273,885	226,806	7,472		199,721	90,940	4,151
64	4th or lowest class . . ,,	1st half	617,361	526,499	395,326	1,942,311	1,175,214	571,048	85,944	1,714,313	565,284	118,075
		2nd ,,	668,275	521,784	416,261	2,044,669	1,207,637	589,838	95,600	1,913,151	587,468	124,315
65	Other vehicles . . . *Tons*	1st half	8,432	8,704	15,179	54,669	33,549	9,787	1,243	43,896	25,570	1,656
		2nd ,,	7,205	9,471	13,619	46,303	34,209	8,378	1,482	58,516	27,696	1,782
	Percentage of freight upon capacity hauled—											
66	1st class . . . *Per cent.*	1st half	11·92	10·50	4·37	7·93	10·37	19·63	7·12	5·97	5·36	5·60
		2nd ,,	11·66	8·27	4·83	7·29	10·86	16·80	4·57	5·44	4·57	5·02
67	2nd ,, ... ,,	1st half	20·78	19·72	10·21	9·57	19·68	31·19	28·42	12·89	16·35	9·51
		2nd ,,	25·43	16·77	12·24	11·40	18·27	33·92	20·76	15·35	17·71	8·76
68	3rd or intermediate class ,,	1st half	19·54	36·25	16·58	21·51	28·04	28·60	}	25·87	26·85	5·17
		2nd ,,	24·60	31·04	19·24	21·84	27·05	34·43	45·18	26·86	24·75	9·64
69	4th or lowest class . ,,	1st half	45·45	45·41	37·89	43·50	45·39	46·03	37·37	39·43	43·85	41·82
		2nd ,,	37·05	42·28	32·32	37·40	39·88	41·97		35·74	38·57	36·23
70	Other vehicles . . ,,	1st half	20·31	35·80	7·28	17·06	27·85	32·39	38·33	12·03	7·33	21·74
		2nd ,,	24·12	33·74	10·33	19·57	24·15	33·65	25·21	12·71	6·07	23·51
	WEIGHT OF TRAIN AND TON-MILEAGE. Gross ton-mileage of all coaching trains (in thousands)—											
71	Freight . . . *Ton-miles*	1st half	19,518	19,725	11,175	64,673	48,393	20,169	3,023	50,224	18,834	3,411
		2nd ,,	17,743	18,490	10,972	60,186	44,331	18,950	2,714	53,397	16,099	3,207
72	Dead weight . . . ,,	1st half	284,540	269,298	219,875	1,089,171	880,104	250,611	41,902	879,032	348,384	51,142
		2nd ,,	314,233	279,676	238,849	1,128,691	936,024	265,837	47,161	993,712	353,051	56,696
73	Total . . . . ,,	1st half	304,058	289,023	231,050	1,153,844	928,497	270,720	44,925	929,256	367,218	54,553
		2nd ,,	331,976	298,166	244,821	1,188,877	980,355	284,787	49,875	1,047,109	369,150	59,903
	Average weight of a coaching train—											
74	Freight . . . . *Tons*	1st half	16·66	17·46	12·15	17·10	13·30	19·01	9·65	12·31	11·85	11·58
		2nd ,,	14·04	15·85	11·21	16·07	11·52	15·63	6·92	12·08	10·10	9·89
75	Dead weight . . . ,,	1st half	242·88	238·45	238·94	287·95	241·94	236·89	133·71	215·47	219·15	173·57
		2nd ,,	248·58	239·71	238·80	301·36	243·31	249·18	120·35	224·85	221·47	174·92
76	Total . . . . ,,	1st half	259·54	255·91	251·09	305·05	255·24	255·90	143·36	227·78	231·00	185·15
		2nd ,,	262·62	255·56	250·01	317·42	254·83	234·81	127·27	236·93	231·57	184·31
	COST OF WORKING AND PROFITS—											
77	Average cost of hauling a coaching train one mile . . *Rs.*	1st half	1·17	1·75	1·94	1·11	1·41	1·65	1·22	1·28	1·12	2·04
		2nd ,,	1·33	1·84	1·76	1·17	1·51	1·95	1·26	1·23	1·14	1·93
78	Average cost of hauling a coaching vehicle with its load one mile . . . . *Pies*	1st half	15·94	24·71	26·98	11·60	21·68	22·61	14·76	19·84	20·56	22·79
		2nd ,,	18·08	26·09	24·75	11·81	23·59	30·86	14·62	18·72	21·30	22·46
	Average cost of hauling a coaching unit one mile—											
79	Per passenger unit . . *Pies*	1st half	0·85	1·26	1·72	0·80	1·34	1·09	0·83	1·26	1·15	2·06
		2nd ,,	1·16	1·47	1·77	0·91	1·66	1·58	1·02	1·23	1·37	2·34
80	Other traffic per ton . . ,,	1st half	8·37	11·82	48·38	7·64	13·85	9·78	6·41	11·90	10·31	31·08
		2nd ,,	9·40	13·99	57·45	8·27	17·32	13·55	7·48	9·91	14·89	28·62
81	Average profit on working a coaching train one mile . *Rs.*	1st half	2·44	1·76	0·85	2·34	1·28	2·27	2·58	1·25	1·55	0·92
		2nd ,,	1·70	1·56	0·67	2·04	0·89	1·22	1·80	1·23	1·13	0·61
	Average profit on working a coaching vehicle one mile—											
82	1st class . . . . *Pies*	1st half	0·28	1·73	—14·81	5·37	—6·08	0·66	—1·34	—7·51	—6·34	—12·01
		2nd ,,	—4·50	—5·41	—10·83	3·61	—7·37	—9·57	—5·79	—7·33	—9·06	—15·06
83	2nd ,, ... ,,	1st half	3·13	5·14	—10·00	2·44	0·84	4·06	14·06	—5·79	—0·74	—13·03
		2nd ,,	2·77	1·27	—7·92	3·64	1·10	—4·23	7·89	—3·36	0·23	—14·49
84	3rd or intermediate class . ,,	1st half	6·22	11·03	—4·38	19·53	24·47	28·41	}	7·52	7·78	—15·08
		2nd ,,	7·09	11·46	—1·15	17·00	20·98	30·55	35·95	10·18	4·84	—15·27
85	4th or lowest class . . ,,	1st half	41·47	30·78	25·30	42·04	28·03	37·95	27·69	27·22	42·47	19·51
		2nd ,,	27·45	25·93	21·43	34·44	20·20	23·96		24·04	33·49	14·75
86	Other vehicles . . . ,,	1st half	58·53	28·65	5·25	39·91	27·76	47·24	35·84	35·08	47·17	5·77
		2nd ,,	54·96	21·47	18·41	37·37	22·12	37·81	56·16	40·54	35·42	7·97

DIX 18—*continued.*

system during each half-year of 1906—contd.

do not prepare these statistics.

3′ 3¾″											2′ 6″				Gauge.	
12 (*a*) & (*b*)	14 (*a*) to (*d*)	15 (*a*)	3 (*b*) & (*c*)	8 (*c*)	18 (*a*) to (*c*)	2 (*g*) to (*m*)	20 (*a*) & (*b*)	21 (*a*) to (*f*)	22 (*a*) to (*j*)	23 (*a*)	1 (*b*)	30 (*a*)	9 (*h*) & (*i*)	1 (*e*)	Number.	Serial number.
Bengal and North-Western.	Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Raipur-Dhamtari.	Calendar year 1906 by half-years.	
20,269	3,242	15,255	10,556	6,202	3,451	23,623	4,341	11,589	11,601	269	166	470	433	38	1st half	61
21,604	2,410	15,809	9,497	6,110	2,809	25,381	3,392	14,387	11,615	297	230	476	561	39	2nd ,,	
23,151	5,640	31,663	9,271	8,101	4,199	27,722	3,759	16,991	17,486	345	199	637	433	38	1st half	62
29,425	4,856	32,566	9,607	8,173	2,783	29,178	7,881	17,363	18,650	262	191	563	566	39	2nd ,,	
49,447	5,275	...	27,681	...	11,269	27,854	3,780	...	...	153	133	...	1,448		1st half	63
50,653	5,564	...	20,663	...	11,497	30,582	6,598	..	...	679	128	...	1,247	4,340	2nd ,,	
602,082	74,206	450,747	210,408	89,479	111,294	818,284	93,927	555,010	370,790	9,752	31,139	3,817	11,468	3,896	1st half	64
605,955	70,871	464,309	229,078	84,716	117,892	888,551	169,333	570,891	362,730	7,727	34,958	3,707	15,306		2nd ,,	
1,294	494	3,448	5,108	715	3,874	8,902	294	5,061	3,947	25	86	298	111	11	1st half	65
1,593	510	2,558	4,669	652	4,416	8,509	5,190	5,253	3,402	32	149	313	312	10	2nd ,,	
2·25	5·84	9·49	5·49	2·65	8·96	5·68	3·60	10·71	8·23	10·66	22·33	22·00	12·76	13·65	1st half	66
1·94	7·87	8·32	6·79	2·90	7·67	4·06	1·90	7·24	8·57	6·87	16·76	26·23	10·47	7·34	2nd ,,	
4·29	21·88	11·51	17·54	22·96	17·91	14·02	25·96	36·72	21·57	19·54	40·50	29·78	19·29	15·43	1st half	67
4·50	25·26	10·32	12·15	23·04	29·84	14·59	13·04	24·87	19·30	20·12	41·84	38·67	17·28	15·17	2nd ,,	
10·08	26·85	...	27·91	...	17·72	36·79	10·71	...	...	4·43	47·13	...	5·36		1st half	68
11·05	26·03	...	29·45	...	19·66	33·53	7·14	...	...	9·68	40·34	...	3·95	39·94	2nd ,,	
														38·91		
47·03	55·61	49·56	54·57	46·85	47·41	46·97	40·90	62·48	46·59	66·18	50·58	43·92	69·15		1st half	69
44·25	52·50	58·74	58·80	43·92	46·72	42·96	21·87	56·37	43·74	66·84	38·78	45·07	59·48		2nd ,,	
58·24	48·73	28·87	14·67	34·19	8·41	33·71	57·07	17·09	34·13	167·56	48·43	16·48	24·88	63·05	1st half	70
60·55	35·59	37·83	22·36	28·62	9·10	31·57	3·41	16·23	32·70	113·02	27·03	16·64	8·50	55·83	2nd ,,	
18,182	2,930	14,835	8,237	2,925	3,702	27,119	2,591	22,289	12,110	488	1,000	175	520	112	1st half	71
17,536	2,618	12,162	9,648	2,571	3,930	26,961	2,532	20,615	11,020	356	867	182	589	97	2nd ,,	
218,408	27,026	186,842	88,574	31,977	46,302	286,896	31,010	180,292	146,055	3,594	9,781	2,687	3,977	675	1st half	72
241,165	26,737	198,300	94,696	31,916	49,876	316,934	54,641	189,643	143,963	3,330	11,290	2,550	5,069	665	2nd ,,	
236,585	29,946	201,677	96,811	34,902	50,694	314,015	33,601	202,581	158,165	4,032	10,781	2,862	4,497	787	1st half	73
258,701	29,355	210,462	104,344	34,487	53,806	343,895	57,173	210,258	154,983	3,686	12,157	2,732	5,658	762	2nd ,,	
14·40	15·42	14·82	12·91	9·42	13·87	13·88	14·96	19·13	12·17	25·61	20·20	5·66	6·85	10·42	1st half	74
12·88	14·33	11·85	13·84	8·34	13·02	13·49	12·19	16·78	11·07	13·31	14·58	5·98	6·50	7·96	2nd ,,	
172·96	142·75	186·62	138·86	103·03	173·73	148·09	179·06	154·77	146·80	210·47	197·43	77·62	52·34	62·75	1st half	75
191·75	146·33	192·92	135·78	103·48	165·23	158·51	262·95	154·36	144·64	124·43	189·86	83·70	55·91	54·35	2nd ,,	
187·36	158·17	201·44	151·77	112·45	187·60	161·97	194·02	173·90	158·97	236·08	217·63	82·68	59·19	73·17	1st half	76
204·63	160·66	204·75	149·62	111·82	178·25	172·00	275·14	171·14	155·71	137·74	204·44	89·68	62·41	62·31	2nd ,,	
0·91	1·39	1·68	1·69	1·51	1·06	1·15	1·31	1·62	1·16	1·91	1·83	2·56	1·90	0·71	1st half	77
1·04	1·64	1·80	1·28	1·65	1·44	1·21	1·97	1·40	1·37	1·52	1·57	3·73	1·11	0·75	2nd ,,	
8·14	13·97	16·57	18·48	21·46	10·94	12·22	13·82	16·60	13·98	15·89	11·83	56·85	29·73	9·31	1st half	78
9·88	15·67	17·76	14·58	24·18	15·85	13·27	21·39	14·68	17·03	22·40	10·68	69·08	22·39	12·30	2nd ,,	
0·74	1·10	1·34	1·51	1·16	0·91	0·93	1·06	0·93	1·13	0·93	1·05	6·53	2·17	0·80	1st half	79
0·97	1·38	1·84	1·05	1·42	1·33	1·10	1·94	0·92	1·47	1·42	1·25	8·08	1·28	1·10	2nd ,,	
5·09	8·61	16·79	25·21	12·95	10·85	7·90	5·50	37·61	15·28	4·05	14·27	85·04	44·32	11·45	1st half	80
4·25	12·55	16·44	20·39	18·06	14·92	9·30	19·52	33·58	19·17	7·10	16·89	106·15	38·23	16·76	2nd ,,	
1·68	1·40	2·25	1·25	1·38	1·60	1·57	1·88	1·91	1·23	2·32	1·85	3·40	0·12	2·05	1st half	81
1·27	1·95	1·32	1·94	0·98	1·07	1·20	0·70	1·78	0·81	0·92	1·10	3·51	0·23	1·35	2nd ,,	
−5·47	−7·15	−1·26	−9·87	−15·77	−0·11	−4·41	−0·80	−5·57	−3·62	7·19	−2·98	108·13	−11·13	3·31	1st half	82
−7·44	−8·78	−4·84	−4·15	−17·85	−6·56	−7·55	−9·39	−6·25	−6·34	−9·20	−2·87	100·36	−5·76	−5·85	2nd ,,	
−4·26	2·84	−1·19	−4·36	2·21	2·49	−1·33	15·60	2·18	1·74	5·17	−2·10	106·26	−15·83	−1·98	1st half	83
−5·78	0·43	−4·16	−0·60	1·95	−0·32	−1·83	5·72	0·89	−2·74	−0·72	−2·48	102·00	−8·65	−5·56	2nd ,,	
−1·29	4·92	...	−2·63	...	1·71	15·37	−3·49	...	...	−12·71	−4·56	...	−25·06		1st half	84
−1·90	1·32	..	3·37	...	−1·41	12·01	−8·10	...	...	−14·36	−4·49	...	−18·95	28·74	2nd ,,	
19·33	32·35	27·87	21·69	28·37	19·87	18·75	21·31	24·89	17·16	22·90	13·40	59·00	7·61	24·70	1st half	85
15·98	26·07	16·37	28·87	22·05	14·39	15·03	8·38	23·07	12·45	16·29	8·72	44·50	9·37		2nd ,,	
68·10	76·42	15·85	15·93	42·88	32·46	49·12	157·55	4·32	28·26	222·88	28·17	77·63	9·53	33·61	1st half	86
71·27	50·65	19·95	43·34	31·59	30·20	32·63	56·42	6·16	24·33	123·66	12·33	68·08	−8·94	25·72	2nd ,,	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″									
		Number.	1 (*a*)	2 (*a*) to (*f*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	8 (*a*) & (*b*)	9 (*a*) to (*g*)	10 (*a*) & (*b*)	11 (*a*)
		Calendar year 1906 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkund.	Assam-Bengal.
	COACHING TRAFFIC—*concld.* COST OF WORKING AND PROFITS—*concld.*											
	Average profit on working a coaching unit one mile—											
87	Per passenger unit . . *Pies*	1st half	1·67	1·20	0·91	1·63	1·11	1·37	1·47	1·16	1·49	0·95
		2nd „	1·36	1·04	0·93	1·49	0·85	0·83	1·29	1·15	1·27	0·70
88	Other traffic per ton . . „	1st half	31·71	18·05	—1·89	22·85	20·60	26·32	36·12	23·54	30·37	11·75
		2nd „	30·76	14·66	11·76	23·03	19·78	22·30	27·98	24·21	26·14	13·95
	GOODS TRAFFIC. GROSS RECEIPTS AND TRAIN MILEAGE— *(In thousands.)*											
89	Receipts from goods traffic . *Rs.*	1st half	94,07	86,37	25,94	2,86,86	2,56,89	66,41	18,84	2,29,81	41,24	8,57
		2nd „	77,17	59,90	57,65	2,75,19	1,86,09	61,20	15,98	2,28,55	36,02	13,83
90	Goods train-miles run . . *No.*	1st half	1,865	783	606	4,947	4,527	1,439	410	4,954	1,052	464
		2nd „	1,781	616	816	4,871	3,690	1,355	331	4,884	947	513
91	Average goods receipts per train-mile . . . . *Rs.*	1st half	5·04	11·03	4·28	5·80	5·68	4·62	4·60	4·64	3·92	1·85
		2nd „	4·33	9·72	7·06	5·65	5·04	4·52	4·33	4·68	3·80	2·70
	UNITS AND UNIT-MILEAGE. *(In thousands.)*											
92	Tons of goods carried one mile . . . . *Ton-miles.*	1st half	368,659	233,263	103,694	1,356,224	763,983	201,870	61,676	982,398	164,297	35,095
		2nd „	310,950	169,964	141,073	1,318,323	567,880	183,271	52,158	984,483	144,723	52,488
93	Average sum received for carrying a ton one mile . *Pies*	1st half	4·90	7·11	4·80	4·06	6·46	6·32	5·86	4·49	4·82	4·69
		2nd „	4·77	6·77	7·85	4·01	6·29	6·41	5·88	4·46	4·78	5·06
94	Average number of tons in a train . . . . . *Tons*	1st half	197·65	298·00	171·11	274·13	168·77	140·29	119·12	198·32	156·22	75·58
		2nd „	174·57	275·74	172·78	270·64	153·89	135·27	113·93	201·59	152·85	102·35
	VEHICLES AND VEHICLE-MILEAGE—											
	Number of goods vehicles hauled one mile— *(In thousands.)*											
95	Loaded . . . *Vehicle-miles*	1st half	34,589	26,381	10,617	121,180	85,298	25,512	5,576	91,597	22,345	5,993
		2nd „	29,813	20,005	13,042	120,506	68,729	23,799	4,432	92,021	18,346	8,135
96	Empty . . . . „	1st half	16,219	6,175	3,077	62,033	25,495	9,359	3,298	26,510	6,050	2,204
		2nd „	14,930	4,825	4,443	59,238	19,173	9,070	2,555	25,764	5,607	2,023
97	Brake-vans . . . „	1st half	3,268	714	607	5,058	9,315	2,539	761	4,985	950	492
		2nd „	2,941	541	784	5,809	7,040	2,283	567	4,859	814	567
98	Total . . . . „	1st half	54,076	33,270	14,301	188,271	120,108	37,410	9,635	123,092	29,345	8,689
		2nd „	47,684	25,391	18,281	185,053	94,942	35,152	7,554	123,644	24,767	10,725
	Average number of vehicles in a goods train—											
99	Freight vehicles . . . *No.*	1st half	27·24	41·59	22·60	37·04	24·47	24·24	17·14	23·84	27·00	17·65
		2nd „	25·12	40·28	21·43	36·90	23·82	24·26	15·26	24·12	25·30	19·81
100	Brake-vans . . . . . „	1st half	1·75	0·91	1·00	1·02	2·06	1·76	1·47	1·01	0·90	1·06
		2nd „	1·65	0·91	0·98	1·09	1·91	1·69	1·24	1·00	0·86	1·10
101	Total . . . . . „	1st half	28·99	42·50	23·60	38·06	26·53	26·00	18·61	24·85	27·90	18·71
		2nd „	26·77	41·19	22·39	37·99	25·73	25·95	16·50	25·12	26·16	20·91
102	Average earnings per goods vehicle per mile (excluding brakes) . . . . *Pies*	1st half	35·55	50·94	36·37	30·06	44·52	36·56	40·76	37·36	27·89	20·08
		2nd „	33·12	46·31	60·54	29·40	40·65	35·75	43·91	37·26	28·88	26·15
103	Carrying capacity hauled one mile (excluding brakes) . *Tons*	1st half	816,535	445,527	184,159	2,682,437	1,592,679	499,034	134,193	1,812,853	361,747	77,824
		2nd „	728,634	341,076	234,874	2,689,275	1,269,302	472,153	108,080	1,859,575	311,366	95,922
104	Percentage of freight upon capacity hauled . . . *Per cent.*	1st half	45·14	52·36	56·31	50·56	47·97	40·45	45·96	54·19	45·42	45·10
		2nd „	42·68	49·83	60·06	49·02	44·74	38·82	48·26	52·93	46·48	54·72
105	Average load of a goods vehicle (including both loaded and empty) per mile . . *Tons*	1st half	7·26	7·17	7·57	7·40	6·90	5·79	6·95	8·32	5·79	4·28
		2nd „	6·94	6·85	8·05	7·33	6·46	5·58	7·47	8·36	6·04	5·17
106	Average load of a loaded goods vehicle per mile . „	1st half	10·66	8·84	9·77	11·19	8·96	7·91	11·06	10·73	7·35	5·86
		2nd „	10·43	8·50	10·81	10·94	8·26	7·70	11·77	10·70	7·89	6·45
	WEIGHT OF TRAIN AND TON-MILEAGE— Gross ton-mileage of all goods trains— *(In thousands.)*											
107	Freight . . . . . *Tons*	1st half	368,659	233,263	103,694	1,356,224	763,983	201,870	61,676	982,398	164,297	35,095
		2nd „	310,950	169,964	141,073	1,318,323	567,880	183,271	52,158	984,483	144,723	52,488
108	Dead weight . . . . „	1st half	533,033	279,494	151,281	1,723,976	1,246,954	369,352	102,688	1,228,228	275,065	58,689
		2nd „	474,796	216,447	196,328	1,696,745	997,125	348,443	81,490	1,246,383	241,196	70,539
109	Total . . . . . „	1st half	901,692	512,757	254,975	3,080,200	2,010,937	571,222	164,364	2,210,633	439,362	93,784
		2nd „	785,745	386,411	337,901	3,015,068	1,564,955	531,714	133,648	2,230,866	385,919	123,027

DIX 18—*continued.*

system during each half-year of 1906—contd.

* do not prepare these statistics.

3′ 3⅜″										2′ 6″			GAUGE.		
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) & (c)	8 (c)	18 (a) to (c)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (f)	23 (a)	1 (b)	30 (a)	9 (h) & (i)	1 (e)	Number.	Serial number.
Bengal and North-Western.	Bharnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Raipur-Dhamtari.	Calendar year 1906 by half-years.	
1·31	1·81	1·22	1·13	0·98	1·28	1·19	1·34	1·17	1·11	1·21	1·02	6 37	0·19	2·28	1st half	87
1·08	1·54	1·20	1·61	0·77	0 87	1·02	0·51	1·20	0·78	3·71	0 83	5 39	0·52	1·96	2nd „	
29·56	39·08	18·02	17·37	27·58	31·41	22·94	53·91	13·00	29·38	31·57	32·88	119 01	8·81	33·92	1st Half	88
34·33	35·36	20·02	28·91	25·79	27·19	18·69	44·65	16 50	25·33	26 81	30·4	99·94	—35·33	28·64	2nd „	
41,81	5,76	46,10	25,53	12,27	14,94	1,00,32	7,00	31,61	42,47	60	2,14	1,47	72	36	1st half	89
36,47	3,25	36,37	31,27	6,90	10,18	75,39	5,13	31,06	32,95	3·	1,87	1,81	85	21	2nd „	
1,228	144	1,554	617	332	397	2,328	2,19	1,103	1,376	11	98	33	116	20	1st half	90
1,135	92	1,534	688	229	335	1,953	1,73	1,171	1,308	9	109	44	130	18	2nd „	
3·40	3·99	2·97	4·16	3·70	3·77	4·81	3·19	2·87	2·73	5·49	2·19	4·24	0·62	1·24	1st half	91
3·21	3·32	2·37	4·58	3·02	3·04	3·86	2·97	2·65	2·52	4·9	1·72	4·08	0·66	1·15	2nd „	
149,127	11,719	129,412	55,056	26,065	42,760	209,618	19,784	86,550	132,010	696	5,669	666	1,608	758	1st half	92
123,658	6,959	122,033	77,326	15,040	28,536	254,291	17,415	88,978	101,648	474	7,152	1,014	1,825	602	2nd „	
5·38	9·43	6·84	8·90	9 04	6·71	6·22	6·80	7·01	6·18	16·48	7·15	42 24	8·61	9·67	1st half	93
5·66	8·95	5·72	7·76	8·81	6·85	5·69	5·65	6·70	6·22	15·27	5·03	34·23	8·97	6·71	2nd „	
121·43	81·25	83·26	89 24	52·92	107·79	122·98	90·26	78·44	84·82	63·93	57 90	20·12	13·86	38·51	1st half	94
103·93	75·47	79·54	113·26	38·09	85·14	130·19	100·94	75·97	77·70	54·06	65·62	12·86	14·05	32·89	2nd „	
25,286	2,778	25,704	12,930	4,095	6,384	56,048	3,112	17,371	26,351	176	1,545	183	705	202	1st half	95
32,327	1,738	24,606	12,959	2,787	5,538	45,742	2,417	17,841	21,279	128	1,574	250	716	129	2nd „	
9,701	1,292	10,094	2,284	1,858	2,813	18,958	1,759	5,697	8,831	104	549	104	266	107	1st half	96
11,148	726	9,735	2,215	1,066	2,491	15,928	1,219	6,831	6,337	59	838	59	274	74	2nd „	
1,661	127	2,224	621	691	106	2,444	86	1,330	1,932	...	97	...	183	23	1st half	97
1,591	46	2,234	718	454	90	1,692	261	1,578	1,724	...	106	...	144	23	2nd „	
33,618	4,197	38,022	15,835	6,644	9,303	77,450	4,957	24,398	37,164	250	2,185	287	1,154	332	1st half	98
35,066	2,512	36,575	15,892	4,337	8,119	62,662	3,897	26,250	29,540	187	2,518	369	1,734	226	2nd „	
28·49	28·22	23·03	24·66	12·09	23·18	32·21	22 22	20·91	22·64	25·74	21·33	8·68	8·37	15·74	1st half	99
29·49	26·72	22·38	22·22	9·76	23·95	31·11	21·07	21·06	21·26	21·37	22 13	6·96	7·62	11·11	2nd „	
1·35	0·88	1·43	1·01	1·40	0·27	1·05	0·39	1·20	1·24	...	0·99	...	1·18	1·15	1st half	100
1·40	0·52	1·46	1·05	1·22	0·27	0·97	1·52	1·35	1·32	...	0·97	...	1·11	1·23	2nd „	
29·84	29·10	24 46	25·67	13·49	23·45	33·26	22·61	22·11	23·86	25·74	22·32	8·68	9·95	16 89	1st half	101
30·89	27·24	23·84	23·27	10·98	24·22	32·08	22·59	22·41	22·58	21·37	23·18	6·96	8 73	12 34	2nd „	
22·94	27·16	24·73	32·22	39·58	31·19	25·68	27 60	26·31	23·15	40 92	19 67	97·82	14·26	23·65	1st half	102
20·92	25·29	20·34	37·77	34·40	24 33	23·82	27·08	24·17	22 74	68·63	14·92	112·39	16 58	19 87	2nd „	
345,625	30,364	290,152	121,645	64,810	88,996	657,229	55,482	170,061	260,844	2,864	16,775	2,060	4,340	2,254	1st half	103
330,279	18,446	278,265	134,584	40,738	78,386	536,850	41,723	184,567	206,188	1,506	19,370	2,310	4,426	1,480	2nd „	
43·15	38·59	44·60	45·26	40·67	48·05	47·11	35·66	50·89	50·61	29·42	33·79	22·03	37·05	33·61	1st half	104
37·44	37·81	43·85	57·46	36·92	36·41	47·37	41·74	48·21	49·30	31·43	36·92	43·92	41·24	40·67	2nd „	
4·26	2·88	3·62	3·62	4 38	4·65	4·12	4·06	3·75	3·75	2 48	2·72	2·32	1·66	2·45	1st half	105
3·69	2·82	3·55	5 10	3·90	3·55	4 18	4·79	3·61	3·65	2·53	2·97	3·28	1·84	2·96	2nd „	
5·90	4·22	5·03	4·26	6·37	6·70	5·52	6·36	4·98	5·01	3·96	3·67	3·64	2·28	3·75	1st half	106
5·54	4·00	4·96	5·97	5·39	5·15	5 56	7·21	4·99	4·78	3 67	4·54	4·07	2·55	4·65	2nd „	
146,127	11,718	129,411	55 056	26,065	42,760	309,618	19,784	86,570	132,010	696	5,669	666	1,608	757	1st half	107
123,658	6,959	122,033	77,327	15,040	28,537	254,291	17,415	88,979	101,648	474	7,152	1,014	1,825	602	2nd „	
174,155	19,358	221,120	89,273	41,871	49,700	356,209	25,593	145,056	197,931	1,489	12,846	2,329	4,954	1,418	1st half	108
179,070	11,794	216,586	99,062	28,378	43,118	292,203	21,451	158,430	160,961	1,065	14,692	2,736	5,201	1,038	2nd „	
320,282	31,076	350,531	141,329	67,936	92,550	665,827	45,377	221,606	32 ,941	2,185	18,515	2,995	6,562	2,175	1st half	109
302,728	18,753	338,619	176,389	43,418	71,655	546,494	38,866	247,409	26 ,609	1,539	21,844	3,750	7,026	1,640	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″									
		Number	1 (*a*)	2 (*a*) to (*f*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	8 (*a*) & (*b*)	9 (*a*) to (*g*)	10 (*a*) & (*b*)	11 (*a*)
		Calendar year 1906 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.
	GOODS TRAFFIC—*concld.*											
	WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*											
	Average weight of a goods train—											
110	Freight . . . . . *Tons*	1st half	197·65	298·00	171·11	274·13	168·77	140·29	119·12	193·32	156·22	75·58
		2nd „	174·57	275·74	172·78	270·64	153·88	135·27	113·93	201·59	152·85	102·35
111	Dead weight . . . . „	1st half	285·78	357·06	249·63	348·47	275·47	256·69	198·34	247·95	231·55	126·39
		2nd „	266·55	351·14	241·07	348·32	270·23	257·19	177·99	255·22	234·74	137·54
112	Total . . . . . „	1st half	483·43	655·06	420·74	622·60	444·24	396·98	317·46	446·27	417·77	201·97
		2nd „	441·12	626·88	413·85	618·96	424·11	392·46	291·92	456·81	407·59	239·89
	COST OF WORKING AND PROFIT.											
113	Average cost of hauling a goods train one mile . *Rs.*	1st half	2·19	4·47	3·24	2·27	2·45	2·55	1·74	2·50	2·02	2·22
		2nd „	2·24	4·52	2·91	2·28	2·51	3·27	1·76	2·37	2·01	2·50
114	Average cost of hauling a goods vehicle with its load one mile . . . *Pies.*	1st half	15·41	20·65	27·55	11·76	19·20	20·22	15·89	20·13	14·39	24·20
		2nd „	17·13	21·52	26·12	11·84	20·21	25·85	16·03	18·86	15·27	24·23
115	Average cost of hauling a goods unit (*viz.*, one ton) one mile . . . . . „	1st half	2·12	2·88	3·64	1·59	2·78	3·49	2·21	2·42	2·49	5·65
		2nd „	2·46	3·14	3·24	1·61	3·13	4·64	2·15	2·26	2·53	4·69
115 A	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . . . „	1st half	4·60	4·99	6·46	2·97	4·87	6·82	4·95	4·52	5·02	12·07
		2nd „	5·29	5·70	5·42	3·04	5·67	8·32	5·15	4·32	5·24	9·30
116	Average profit on working a goods train one mile . *Rs.*	1st half	2·85	6·56	1·04	3·53	3·22	2·07	2·86	2·14	1·90	−0·37
		2nd „	2·09	5·20	4·15	3·37	2·53	1·25	3·07	2·31	1·79	0·20
117	Average profit on working a goods vehicle with its load one mile . . . *Pies*	1st half	20·14	30·29	8·82	18·30	25·32	16·34	25·37	17·23	13·50	−4·18
		2nd „	15·99	24·79	34·42	17·56	20·44	9·89	27·88	18·40	13·61	1·92
118	Average profit on working a goods unit (*viz.*, one ton) one mile . . . . . „	1st half	2·78	4·23	1·16	2·47	3·68	2·83	3·65	2·67	2·33	−0·96
		2nd „	2·31	3·63	4·61	2·40	3·16	1·77	3·73	2·20	2·25	0·37
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.											
	Percentage on Total Earnings—											
119	Coaching traffic . *Per cent.*	1st half	30·08	31·07	46·29	30·81	27·29	37·52	23·37	30·50	47·37	47·13
		2nd „	31·91	37·80	30·05	29·94	32·70	37·16	23·47	31·69	46·10	34·76
120	Goods traffic . . . . „	1st half	66·82	67·77	46·33	67·65	71·57	60·08	72·96	67·92	46·04	46·33
		2nd „	64·34	60·59	67·25	68·45	65·88	59·21	70·97	66·52	45·93	58·38
121	Sundries, including telegraph . . . . „	1st half	2·71	1·16	6·88	1·24	1·14	2·40	3·67	1·58	6·59	5·94
		2nd „	3·24	1·61	2·70	1·26	1·42	3·63	5·56	1·79	7·97	6·33
122	Steam-boat earnings . . „	1st half	0·39	...	...	0·30	...	...	...	...	...	0·60
		2nd „	0·51	...	...	0·35	...	...	...	...	...	0·13
	Total . . „	1st half	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
		2nd „	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
	Percentage of Working Expenses on Total Earnings—											
123	Maintenance . . *Per cent.*	1st half	7·90	8·52	22·48	9·10	10·27	12·70	12·13	14·22	11·77	32·71
		2nd „	11·42	10·87	12·94	9·56	9·96	21·58	11·09	12·97	14·68	27·99
124	Locomotive expenses . „	1st half	13·82	17·83	17·29	10·12	19·32	18·62	10·48	24·14	17·80	21·55
		2nd „	15·75	20·18	12·13	10·63	23·23	23·12	10·92	22·12	18·42	20·60
125	Carriage and wagon expenses . . . . . „	1st half	4·22	5·76	5·74	4·98	4·26	5·51	3·28	3·60	3·77	6·36
		2nd „	4·75	5·39	3·72	4·55	5·42	7·02	3·32	3·40	3·17	6·39
126	Traffic expenses . . „	1st half	7·74	6·48	18·04	8·01	7·12	7·53	5·38	7·36	9·81	12·50
		2nd „	9·43	7·85	14·62	9·00	9·23	7·92	6·16	7·97	10·94	12·48
127	General charges . . „	1st half	4·58	4·00	5·54	3·23	3·50	4·60	4·76	2·63	4·13	14·81
		2nd „	5·88	5·02	4·50	3·68	4·85	5·52	5·50	2·88	4·76	11·68
128	Miscellaneous expenses . „	1st half	2·88	1·42	2·69	2·17	1·79	1·83	1·46	1·96	2·92	5·21
		2nd „	3·82	1·74	2·87	2·28	2·50	3·44	1·86	1·33	3·13	7·10
129	Steam-boat expenses . „	1st half	1·04	...	...	0·21	...	...	...	0·01	...	0·81
		2nd „	1·40	...	...	0·34	...	...	...	0·01	...	0·42
130	TOTAL WORKING EXPENSES „	1st half	42·13	44·01	71·78	37·82	46·26	50·99	37·49	53·52	50·20	93·95
		2nd „	52·45	51·05	50·58	40·04	54·62	68·40	38·85	50·68	55·10	86·66

DIX 18—*continued.*

system during each half-year of 1906—contd.

do not prepare these statistics.

3′ 3½″											2′ 6″				Gauge.	
12 (*a*) & (*b*)	14 (*a*) to (*d*)	15 (*a*)	3 (*b*) & (*c*)	8 (*c*)	18 (*a*) to (*c*)	12 (*g*) to (*m*)	20 (*a*) & (*b*	21 (*a*) to (*f*)	22 (*a*) to (*j*)	23 (*a*)	1 (*b*)	30 (*a*)	9 (*h*) & (*i*)	1 (*c*)	Number.	Serial number.
Bengal and North-Western.	Bhavnagar-Gondal Junagad-Porbandar	Burma	Eastern Bengal	Hyderabad Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Raipur-Dhamtari.	Calendar year 1906 by half-years.	
121·43	81 25	88·26	89·24	52·92	107·79	132·98	90·26	78·44	84·82	63·93	57·90	20·12	13·86	38·51	1st half	110
108 93	75·47	79 54	113·26	38·19	85 13	130·19	100 94	75·97	77·70	54·06	65·62	22·86	14·05	32·89	2nd ,,	
141·81	134·23	142·26	114·71	85·00	125·51	152·99	116·75	131·46	127·17	136·88	131·22	70·34	42·71	72·16	1st half	111
157·71	131·90	141·16	145·10	71·88	128·64	149·61	124·34	145·27	123·04	121·60	134 80	61·66	40·05	56·71	2nd ,,	
263·24	215·17	225·52	223·95	137·92	233·30	285·97	207·01	209·20	211·99	200·81	189·12	90·46	56·57	110·57	1st half	112
266·67	203·37	220·70	258·36	109·97	213 77	279·80	225·28	211 24	210·74	175·66	200·42	84·52	54·10	89·60	2nd ,,	
1·27	1 89	1·89	2·61	1·65	1·32	1·89	1·39	1·95	1·55	1·63	1·59	2·80	1·24	1·08	1st half	113
1·46	2·07	1 94	2·21	1·70	1·73	1·97	1·62	1·73	1·76	1·95	1·51	3·51	0·96	1·08	2nd ,,	
8·57	12·84	15·72	20·35	17·71	10 90	11·24	12 05	17·91	18·11	12·17	14·30	62·00	28·88	13·15	1st half	114
9 51	14 89	16·67	19·07	19·35	13·83	12·17	14·78	15·76	15·93	17·45	13·34	96·84	24·29	18·70	2nd ,,	
2·01	4·46	4·35	5·62	4·05	2·34	2·72	2·97	4·77	3·50	4·90	5·27	26·76	17·14	5·37	1st half	115
2·57	5·27	4·69	3·74	4·96	3·89	2·91	3·07	4·37	4·36	6·90	4·50	29·49	13·18	6·32	2nd ,,	
4·28	9·17	7·55	9·44	7·30	3·91	4·37	5·72	8·02	6·79	19·18	11 95	91·74	32·40	11·96	1st half	115 A.
5·18	11·36	8·05	7·88	9·75	5·97	4·75	5·33	7·62	8·35	27·94	10·03	74·14	25·72	14·01	2nd ,,	
2·13	2·10	1·08	1·55	2·05	2·45	2·42	1·80	0·92	1·18	3·86	0·69	4·62	—0·62	0 86	1st half	116
1·75	1·45	0·43	2·37	1·32	1·31	1·89	1·35	0·92	0·76	2·34	0·18	0·57	—0·30	0·07	2nd ,,	
14·37	14·32	9·01	11·87	21·67	20·29	14·44	15·55	8·40	10·04	28·75	5·37	35·82	—14·12	10·50	1st half	117
11·41	10·40	3 67	18·70	15·05	10 50	11·65	12 35	8·41	6 81	21·18	1·58	15·55	—7·76	1·17	2nd ,,	
3·37	4·97	2·49	3·28	4·99	4·37	3·50	3 83	2·24	2·68	11·58	1·08	15·45	—8·53	4·30	1st half	118
3·09	3·68	1·03	4·02	3 85	2·96	2·78	2·58	2·33	1·86	8·37	0·53	4·74	—4·21	0·39	2nd ,,	
41·53	54·88	45·25	38·90	29·90	31·43	32·37	41·88	55·42	35·46	56·64	44·76	57·56	59·36	42·96	1st half	119
43·75	64·72	45·55	37·70	40·19	41·61	33·07	48·64	54·32	39·06	62·32	45·64	54·39	58·14	54·55	2nd ,,	
49·28	43·41	52·98	52·82	67·72	66·21	66·23	53·14	42·73	63·22	41·85	52·56	40·84	39·74	55·24	1st half	120
48·32	32·04	51·74	52·48	56·59	55·94	59·66	44·02	45·94	59·22	35·90	53·11	44·59	40·84	44·75	2nd ,,	
2·49	1·71	1·42	0·92	2·38	2·36	1·40	4·98	1·85	1·32	1·51	2·68	1·60	0·90	1·80	1st half	121
1·78	8·24	2·30	0·95	3·22	2·45	2·27	6·44	1·74	1·72	1·78	1·85	1·02	1 02	0·70	2nd ,,	
6·70	...	0·35	7·36	...	...	...	...	...	...	...	...	...	...	...	1st half	122
6·15	...	0·41	8·87	...	...	...	...	...	...	...	...	...	...	...	2nd ,,	
100·00	100·00	100·00	100 00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100 00	100·00	100·00	1st half	
100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	2nd ,,	
12·30	11·77	14·45	16·47	21·05	8·69	8·52	6·72	17·22	12·15	9·37	17·24	9·01	46·13	10·99	1st half	123
16·37	14·87	20 73	13·03	20·26	21·92	10·91	9·43	13·38	17·57	22 57	19·20	17·86	31·54	23·70	2nd ,,	
9·71	11·40	18·69	14·85	10·50	15·59	17·84	14·51	20·09	20·46	12·12	19·07	20·37	40·55	15·44	1st half	124
11·36	12·45	25·24	9·60	14·28	19·35	20·27	15·02	20·38	24·88	15·59	22·80	22·90	34·71	17·29	2nd ,,	
2·69	2·62	5·00	8·34	1·71	2·01	5·76	3·68	3·90	4·95	1·89	3·37	1·65	8·28	3·13	1st half	125
3·19	4·14	5·81	3·69	2·51	2·59	5·42	5·01	5·07	5·60	2·54	4·01	2·87	5·35	3·32	2nd ,,	
6·95	7·82	8·64	9·84	6·76	5·12	6·48	7·49	7·61	7·56	6·89	12·01	8·72	22·37	5·82	1st half	126
7·72	8·64	10·52	9·36	10·00	6·71	7·88	8·78	7·68	9·09	7·94	15·89	13·24	21·29	7·70	2nd ,,	
4·34	7·40	5·69	4·93	7·29	3·07	3·99	6·11	6·35	7·20	5·36	8·25	10·84	13·07	6·36	1st half	127
5·05	9·82	7·44	4·11	11·10	4·04	5·04	8·06	6·79	8·69	6·46	11·12	9·53	12·01	9·33	2nd ,,	
0·83	1·01	2·02	2·22	0·94	2·17	1·42	1·29	1·20	1·96	1·31	1·49	0·43	3·80	0·60	1st half	128
1·50	1 70	1·32	1·42	2·19	2·48	1·74	1·42	1·42	1·90	1·63	2 17	1·02	4·48	0·82	2nd ,,	
2·97	...	0·80	6·09	...	...	...	...	...	...	...	...	...	3·05	...	1st half	129
3·63	...	0 90	5·78	...	...	...	...	...	...	...	...	...	2·87	...	2nd ,,	
39·79	42·02	55·29	62·74	48·25	36·65	44·01	39·80	56·37	54·28	36·94	61·53	51·22	137·25	42·34	1st half	130
48·81	51·62	71·96	46·99	60·34	57·09	51·26	47·72	54·72	67·68	56·73	75·19	67·42	112·25	62·16	2nd ,,	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number	1 (*a*)	2 (*a*) to (*f*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	8 (*a*) & (*b*)	9 (*a*) to (*g*)	10 (*a*) & (*b*)	11 (*a*)
		Calendar year 1906 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.
	PER MILE OF LINE MAINTAINED.							TABLE A.—MAINTENANCE OF				
131*a*	General superintendence (including office expenses) . . *Rs.*	1st half	140·49	191·20	261·85	228 59	150·48	150·69	146·03	148·82	140·44	146·78
		2nd ,,	156·09	183 59	201·24	230 49	151 93	182·39	155·54	149·54	135·41	153·88
132*a*	Maintenance and renewal of permanent-way . . . . ,,	1st half	254·99	474·62	1,353·69	809·36	714·07	443·77	288 26	691·87	306·73	411·16
		2nd ,,	354·54	721·42	850 63	810 29	461·51	585·46	295·81	613 22	457·95	434·32
133*a*	Repairs of bridges, &c. . . . ,,	1st half	91·97	143·87	38·54	255·20	215·51	126·76	359·10	58·98	190 05	121·47
		2nd ,,	60·36	157·36	49·89	172·64	165·47	414·63	190·72	65·37	70·87	142·56
134*a*	Conservancy of rivers . . . ,,	1st half	...	...	5 51	...	...	...	0·08	10·05	0·28	...
		2nd ,,	...	...	0·63	...	...	...	...	13·74	1·57	...
135*a*	Repairs of stations and buildings,,	1st half	103·36	136·02	331·18	252·20	145·33	91·20	44 62	209·19	108·20	67·06
		2nd ,,	150·70	143·23	383 46	287·35	130·00	122·93	29 80	192·93	131·54	72·12
136*a*	Other charges (net) . . . ,,	1st half	40·31	84·31	163·32	161 35	85 92	184 15	60·04	145·17	89·00	84·80
		2nd ,,	73·66	88·92	198·24	174·29	89·24	278·42	29 91	124·41	83·88	57·31
137*a*	Total maintenance, &c. . . ,,	1st half	631·12	1,310 02	2 501·92	1,776 70	1,311 41	995·87	898·13	1,284·08	834 70	781·27
		2nd ,,	775·35	1,294 52	2 227 14	1,675·06	1,001·15	1,580·83	711·78	1 159·20	881·22	860·19
	PER MILE OF TRACK, INCLUDING SIDINGS.											
131*b*	General superintendence (including office expenses) . . *Rs.*	1st half	119·62	127·84	163·50	145·17	107·61	124·18	129·83	115·65	121·63	129·95
		2nd ,,	132·12	122·71	185 67	146·38	108 51	150·61	138·23	116·08	117 53	136·21
132*b*	Maintenance and renewal of permanent-way . . . . ,,	1st half	217.13	504·58	845·21	513·99	510·65	366·60	251·83	537·66	245·64	364·02
		2nd ,,	300.10	482·21	524·29	514·59	331·75	480 97	262·90	476 62	397·47	334·41
133*b*	Repairs of bridges, &c. . . . ,,	1st half	78·32	96·20	240·79	162·07	154·19	104·13	319 26	45 84	164 59	107·54
		2nd ,,	51·10	105·19	303·80	109·64	118·18	342·38	169 50	50 74	61 51	126·17
134*b*	Conservancy of rivers . . . ,,	1st half	...	...	3·46	...	...	...	0·07	7·81	0·25	...
		2nd ,,	...	...	0·42	...	...	...	...	10·67	1·86	...
135*b*	Repairs of stations and buildings,,	1st half	88·02	90·95	206·78	140·16	103·93	75·34	39·67	162·57	93·70	59·37
		2nd ,,	110·63	95·74	236 35	182 48	92 84	101·51	26·49	149·75	114·17	63·63
136*b*	Other charges (net) . . . ,,	1st half	34·31	56·38	101·98	102·46	61·44	153 12	53·39	112 81	77·08	30·81
		2nd ,,	62·35	59·43	122 18	110·69	63 74	229·01	35·47	96·58	72·80	50·73
137*b*	Total maintenance, &c. . . ,,	1st half	537·40	875·95	1,561·72	1,08 ·85	937 82	822·67	794·65	982·34	723·89	691·69
		2nd ,,	656·30	865·28	1,3.2·71	1,065·78	715 02	1,305·38	632·59	899 84	764·84	761·35
	PER TOTAL TRAIN-MILE.											
131*c*	General superintendence (including office expenses) . . *Rs.*	1st half	1·30	1·33	1·37	0·95	0·83	1·36	1·44	1·00	1·07	2·40
		2nd ,,	1·45	1·37	1·34	0·99	0 91	1·61	1·73	0·99	1·11	2 26
132*c*	Maintenance and renewal of permanent-way . . . . ,,	1st half	2·37	5·24	7·06	3·35	3·93	4·01	2·79	4 67	2·35	6·72
		2nd ,,	3·29	5·37	5·77	3·45	2·77	5·15	3·30	4 06	3·77	6·40
133*c*	Repairs of bridges, &c. . . . ,,	1st half	0·85	1·00	2·01	1·06	1·19	1·14	3·55	0 40	1·45	1·99
		2nd ,,	0·56	1·17	2·19	0·74	0·99	3·66	2·13	0·43	0·59	2·10
134*c*	Conservancy of rivers . . . ,,	1st half	...	...	0·03	...	...	...	...	0·06	...	...
		2nd ,,	...	...	...	...	...	...	...	0·09	0·01	...
135*c*	Repairs of stations and buildings,,	1st half	0·96	0 94	1·73	1·04	0·80	0·82	0·44	1·41	0·83	1·09
		2nd ,,	1·21	1·07	1·70	1·22	0·77	1·09	0 33	1·27	1·08	1·06
136*c*	Other charges (net) . . . ,,	1st half	0·37	0·58	0·86	0·67	0·47	1·66	0·59	0·93	0·68	0·56
		2nd ,,	0·69	0·66	0·88	0·74	0·53	2·46	0·44	0·83	0·69	0·85
137*c*	Total maintenance, &c. . . ,,	1st half	5·85	9·09	13·06	7·07	7·22	8·99	8·81	8·52	6·38	12·76
		2nd ,,	7·20	9·64	9·88	7·14	5·97	13 97	7·93	7·67	7·25	12·67
	PER 1,000 GROSS TON-MILES.											
131*d*	General superintendence (including office expenses) . . *Rs.*	1st half	0·20	0·20	0·27	0·12	0·14	0·25	0·25	0·18	0·22	0·77
		2nd ,,	0·25	0·22	0·25	0·13	0·17	0·31	0·30	0·17	0·23	0·65
132*d*	Maintenance and renewal of permanent-way . . . . ,,	1st half	0·37	0·78	1·39	0·43	0·68	0·75	0·47	0·84	0·48	2·15
		2nd ,,	0·56	0·88	0·7	0·44	0·51	1·01	0·56	0·72	0·79	1·83
133*d*	Repairs of bridges, &c. . . . ,,	1st half	0·13	0·15	0·40	0·14	0·21	0·21	0·60	0·07	0·30	0·64
		2nd ,,	0 10	0·19	0·42	0·09	0·18	0·72	0·36	0·08	0·12	0·60
134*d*	Conservancy of rivers . . . ,,	1st half	...	...	0·01	...	...	...	...	0·01	...	...
		2nd ,,	...	...	...	...	...	...	...	0·01	...	...
135*d*	Repairs of stations and buildings,,	1st half	0·15	0·14	0·34	0·13	0·14	0·15	0·07	0·25	0·17	0·35
		2nd ,,	0·21	0·17	0·33	0·15	0·14	0·21	0·06	0·23	0·23	0·30
136*d*	Other charges (net) . . . ,,	1st half	0 06	0·09	0·15	0·09	0·08	0·31	0·10	0·18	0·14	0·17
		2nd ,,	0 11	0·11	0·17	0·10	0·10	0·48	0·08	0·15	0·15	0·24
137*d*	Total maintenance, &c. . . ,,	1st half	0·91	1·36	2·56	0·91	1·25	1·67	1·49	1·53	1·31	4·08
		2nd ,,	1·33	1·57	1·90	0 91	1·10	2·73	1·36	1·36	1·32	3·62

DIX 18—*continued.*

***system during each half-year of 1906*—contd.**

do not prepare these statistics.

33″										2′ 6″				GAUGE.	
12 (*a*) & (*b*)	14 (*a*) to (*d*)	15 (*a*)	3 (*b*) & (*c*)	8 (*c*)	18 (*a*) to (*c*)	2 (*g*) to (*m*)	20 (*a*) & (*b*)	21 (*a*) to (*f*)	22 (*a*) to (*j*)	23 (*a*)	1 (*b*)	30 (*a*)	9 (*h*) & (*i*)	3 (*e*)	Number.	Serial number.
Bengal and North-Western.	Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hydera-bad-Godavari Valley.	Jodh-pur-Bi-kaner	Raj-putana-Malwa.	Rohil-kund and Kumaon.	South Indian.	South-ern Mah-ratta.	Udai-pur-Chitor.	Jubbul-pore-Gondia exten-sion.	Kalka-Simla.	Khushal-garh-Kohat-Thal and Nowshera-Durgai.	Raipur-Dhamtari.	Calendar year 1906 by half-years.	
WAY, WORKS AND STATIONS.																
88·25	49·55	142·30	107·81	123·09	21·31	90·59	57 61	160·58	73·43	39·83	105·49	247·68	158·24	7·00	1st half	131*a*
95·45	57·81	143·60	117·42	128·63	22·31	94·07	68·00	163·86	77·17	37·16	91·92	257 87	136·46	7·01	2nd ,,	
338·42	247·85	377·24	601·27	729·70	171·54	357·51	147·01	352·92	272·31	182·68	123·41	207·60	231·61	111·59	1st half	132*a*
366·62	307·62	438·41	335·08	370·69	427·00	369·64	158·71	268·60	312·74	274·91	126·51	204·41	169·95	92·99	2nd ,,	
111·99	5·75	206·43	77·11	23·65	4·13	68·16	34·39	350·98	46·08	0·95	8·11	37·13	98·78	11·50	1st half	133*a*
143·03	7·65	128·00	217·43	33·49	2 36	80·02	56·09	187·75	51 22	4·28	12·90	718·57	119·58	24·11	2nd ,,	
0·93	...	0·29	...	...	...	...	—*3·95*	...	...	...	...	...	...	...	1st half	134*a*
3·30	...	0·10	0·68	...	...	...	4 91	...	...	...	...	...	...	...	2nd ,,	
45·90	18·19	117·42	109·26	38·85	18·13	64·45	29·80	38·88	44·23	18·52	38·23	34·29	89·58	—*4·87*	1st half	135*a*
68·77	41·59	165·25	147·22	31·37	16·41	73·39	34·78	69·93	65 47	27·15	38·72	28·32	33·00	22·06	2nd ,,	
40·01	23·32	94·63	109·95	60·21	20·07	39·95	—*1·61*	37·92	33·60	6·27	23·93	17·21	56·06	9·33	1st half	136*a*
65·45	22·77	159·23	112·49	67·84	10·58	45·55	13·63	4·90	61·38	9·22	8·38	9·37	39·59	49·61	2nd ,,	
613·50	349·66	938·31	1,005·40	975·50	235·18	620·69	263·25	941·28	474·67	198·55	294·17	543·91	634·37	134·46	1st half	137*a*
742·02	337·44	1,087·59	930·32	632·02	478·66	663·27	336·12	695·09	567·98	352·72	276·43	1,219·04	498·58	195·78	2nd ,,	
74·78	45·06	121·43	91·49	110 72	20·23	77·20	50·07	141·94	70·70	37·36	98·15	223·60	143·74	6·59	1st half	131*b*
82·33	52·57	122·29	99·81	115·71	21·16	80·30	59·09	144·78	69·51	34·81	84·99	232·52	123·90	6 61	2nd ,,	
284·72	225·39	321·93	510·28	656·39	162·91	305·08	127·78	311·96	215·46	124·45	114·83	187·42	210·38	105·08	1st half	132*b*
315·71	183·80	415·90	234·83	333·43	405 04	315·58	137·91	237·31	281·68	257·33	116·84	184·32	155 31	87 66	2nd ,,	
97·69	5·23	176·16	65·44	21·27	3·93	58·17	29·89	310·24	41·53	0·89	7·55	33·52	89·73	10·84	1st half	133*b*
123·37	6·96	109·00	184·82	30·12	2·23	68 84	48·74	165·88	46·13	4·01	11·91	657·94	108·58	22·73	2nd ,,	
0·80	...	0·25	...	...	...	...	—*3·43*	...	...	...	...	...	...	...	1st half	134*b*
2·84	...	0·08	0·57	...	...	...	4·27	...	...	...	...	...	...	...	2nd ,,	
39·79	16·54	100·21	92·73	34·95	17·22	54·99	25·90	34·37	39·36	17·65	30·93	30·96	81·37	—*4·59*	1st half	135*b*
59·32	37·82	143·27	125·14	24·21	15·57	63·65	30·23	61·82	58·97	25·41	33·92	25·53	29·96	20·79	2nd ,,	
34·69	25·75	80·75	93·31	51·15	19·05	34·09	—*1·41*	33·53	30·28	5·88	22·26	15·54	50·92	8·79	1st half	136*b*
56·46	20·71	135·69	95·61	61·02	10·04	38·80	11·83	4·33	55·28	8·62	7·74	8·90	35·94	46·77	2nd ,,	
531·87	317·97	800·73	853·25	877·48	223·34	529·63	238·80	832·04	427·83	186·23	273·72	491·04	576·14	126·71	1st half	137*b*
640·03	306·86	926·14	790·78	568·49	454·04	566·26	292·07	614·12	511·57	330·18	255 31	1,099·21	452·69	184·56	2nd ,,	
0·93	1·07	1·19	1·09	1·48	0·43	0·73	0·79	1·53	0·84	1·53	2·78	3·48	1·74	0·21	1st half	131*c*
0·98	1·51	1·20	1·13	1·94	0·46	0·79	0·91	1·49	0·92	1·51	2·14	3·28	1·30	0·21	2nd ,,	
3·37	5·33	3·17	6·07	8·80	3·45	2·89	2·01	3·37	2·94	5·11	3·19	2·91	2·55	3·30	1st half	132*c*
3·74	5·41	4·09	3·24	5·59	8·94	3·11	2 14	2·44	3·74	11·07	2·95	2·60	1 63	2·77	2nd ,,	
1·15	0·13	1·73	0·78	0·29	0·08	0·55	0·47	3·35	0·50	0·04	0·21	0·52	1·09	0·34	1st half	133*c*
1·46	0·20	1·07	2·10	0·51	0·05	0·67	0·76	1·70	0 61	0·17	0·31	9·13	1·15	0·72	2nd ,,	
0·01	...	...	...	...	...	...	—*0·05*	...	...	...	...	...	...	...	1st half	134*c*
0·04	...	...	0·01	...	...	...	0·06	...	...	...	...	...	...	...	2nd ,,	
0·48	0·39	0·29	1·10	0·47	0·36	0·52	0·41	0·37	0·48	0·72	0·86	0·48	0·98	—*0·14*	1st half	135*c*
0·70	1·08	1·41	1·42	0·47	0·34	0·62	0·47	0·63	0·78	1·09	0·85	0·36	0·31	0·66	2nd ,,	
0·41	0·61	0·79	1·11	0·72	0·40	0·31	—*0·02*	0·37	0·36	0·24	0·62	0·25	0·62	0·28	1st half	136*c*
0·66	0·59	1·33	1·10	1·02	0·23	0·29	0·19	0·04	0·74	0·36	0·19	0·12	0·38	1·48	2nd ,,	
6·36	7·53	7·87	10·15	11·76	4·72	5·00	3·61	8·99	5·12	7·64	7·61	7·64	6·98	3·99	1st half	137*c*
7·58	8·79	9·10	9·00	9·53	10·02	5·58	4·53	6·30	6·79	14·20	6·44	15·49	4·77	5·84	2nd ,,	
0·24	0·36	0·35	0·35	0·47	0·12	0·19	0·24	0·50	0·23	0·43	0·36	2·51	1·88	0·13	1st half	131*d*
0·27	0·54	0·35	0·35	0·64	0·14	0·22	0·22	0·49	0·32	0·48	0·66	2·37	1·42	0·17	2nd ,,	
0·93	1·82	0·92	1·98	2·78	1·00	0·76	0·62	1·10	0·96	1·43	1·00	2·11	2·76	2·12	1st half	132*d*
1·03	1·93	1·19	1·00	1·86	2·84	0·87	0·53	0·80	1·29	3·54	0·91	1 87	1·77	2·20	2nd ,,	
0·32	0·04	0·50	0·25	0·09	0·03	0·14	0·15	1·19	0·16	0·01	0·07	0·38	1·18	0·22	1st half	133*d*
0·40	0·07	0·31	0·65	0·17	0·02	0·19	0·19	0·56	0·21	0·06	0·09	6·59	1·24	0·57	2nd ,,	
...	...	...	...	...	...	...	—*0·01*	...	...	...	...	...	...	...	1st half	134*d*
0·01	...	...	...	...	...	...	0·02	...	...	...	...	...	...	...	2nd ,,	
0·13	0·13	0·28	0·36	0·15	0·10	0·14	0·13	0·12	0·15	0·20	0 27	0·35	1·07	—*0·09*	1st half	135*d*
0·19	0·39	0·41	0·43	0 16	0·11	0·17	0·11	0·21	0·27	0·34	0·27	0·26	0·35	0·52	2nd ,,	
0·11	0·21	0 23	0·26	0·22	0·12	0·09	—*0·01*	0·12	0·12	0·06	0·19	0·17	0 68	0·18	1st half	136*d*
0·18	0·21	0·39	0·33	0·34	0·07	0·10	0·05	0·01	0·25	0·12	0·06	0·09	0·41	1·17	2nd ,,	
1·73	2·57	2·28	3·30	3·71	1·37	1·32	1·12	2·33	1·67	2·13	2·89	5·52	7·57	2·56	1st half	137*d*
2·08	3·14	2·65	2·76	3·17	3·18	1·55	1·12	2·07	2·34	4·54	1·99	11·18	5.19	4·63	2nd ,,	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″									
		Number	1 (*a*)	2 (*a*) to (*f*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	8 (*a*) & (*b*)	9 (*a*) to (*g*)	10 (*a*) & (*b*)	11 (*a*)
		Calendar year 1906 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.
												TABLE B.—LOCOMOTIVE
	Average price of fuel per ton in terms of Coal . *Rs.*	1st half	2·65	17·41	6·33	1·97	11·27	9·69	4·68	13·30	8·30	7·41
		2nd ,,	2·65	16·46	6·30	1·97	11·49	11·09	4·71	13·80	8·51	7·41
	Wood . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.											
138*a*	General superintendence (including office expenses) . . . . *Annas*	1st half	1·05	1·03	0·55	0·74	0·64	0·68	0 75	0·56	0·64	0·98
		2nd ,,	1·11	1·08	0·54	0·77	0·71	0·68	0·82	0·55	0·61	0·91
139*a*	Running expenses . . ,,	1st half	2·43	3·01	1·90	2·13	2 70	2·01	1·78	1·54	1·13	1·68
		2nd ,,	2·50	3 04	2·07	2·25	2·92	2 05	1·76	1·45	1·15	1·64
140*a*	Fuel . . . . ,,	1st half	1·27	7·05	2·70	0 89	4·67	4·13	1·90	5·32	3·79	2·48
		2nd ,,	1·24	6·91	3·02	0·94	4 68	4·70	1 87	5·53	3·60	3·01
141*a*	Water . . . . ,,	1st half	0·17	0·51	0·18	0·12	0 34	0·31	0·27	0·25	0·15	0·22
		2nd ,,	0 14	0·46	0·19	0·13	0·33	0·33	0·26	0·27	0·18	0·23
142*a*	Oil, tallow and other stores . . . . ,,	1st half	0·29	0·55	0·40	0·33	0·46	0·37	0·35	0 28	0·36	0·25
		2nd ,,	0·32	0·49	0·41	0·40	0·49	0·45	0·38	0·26	0·33	0·28
143*a*	Maintenance and renewal of locomotives . . ,,	1st half	3·14	4·25	3·59	2·46	3·16	3·45	2·02	4·09	1·69	1·71
		2nd ,,	2·85	4·14	2·13	2·41	3·55	4·22	2·16	3·23	1·47	2·15
143A (*a*)	Maintenance and renewal of machinery, tools and plant . . . . ,,	1st half	0·16	0·67	0·41	0·23	0·23	0·14	0·05	0·31	0·19	0·02
		2nd ,,	0·15	0·71	0·41	0·14	0·26	0·23	0·05	0·47	0·35	0·04
144*a*	Other charges (net) . . ,,	1st half	1·74	1·32	0·32	0·97	1·29	2·10	0·48	2·12	1·71	1·06
		2nd ,,	1·61	1·07	0·49	0·90	0·99	2·23	0·51	1·31	1·38	1·07
145*a*	Total locomotive expenses . . . . ,,	1st half	10·25	19·02	10·05	7·87	13·59	13·19	7·60	14·47	9·66	8·40
		2nd ,,	9·92	17·90	9·26	7·94	13·93	14·89	7·81	13·07	9·10	9·33
	Fuel consumed in terms of Coal (Kurhurbaree) . *lbs.*	1st half	66·93	56·67	59·63	69·59	58·00	59 65	56·81	55·98	57·59	45·05
		2nd ,,	65·32	58·74	62·12	67·99	57·05	59·38	55·61	56·12	53·37	54·66
	Wood . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
	PER ENGINE-MILE.											
138*b*	General superintendence (including office expenses) . . . . *Annas*	1st half	0·87	0·85	0·37	0·55	0·56	0·57	0·64	0·48	0·54	0·77
		2nd ,,	0·92	0·91	0·37	0·57	0·63	0·58	0·71	0·47	0·54	0·68
139*b*	Running expenses . . ,,	1st half	2·02	2·51	1·30	1·58	2·35	1·69	1·53	1·33	0·96	1·32
		2nd ,,	2·08	2·53	1·41	1·67	2·55	1·75	1·50	1·25	0·98	1·21
140*b*	Fuel . . . . ,,	1st half	1·05	5·81	1·85	0·66	4·07	3·48	1·63	4·60	3·21	1·95
		2nd ,,	1·02	5·76	2·05	0·69	4·10	4·02	1·53	4·75	3·06	2·24
141*b*	Water . . . . ,,	1st half	0·14	0·42	0·12	0·09	0·30	0·27	0·23	0·22	0·12	0·17
		2nd ,,	0·11	0·39	0·13	0·10	0·29	0·29	0·22	0·23	0·15	0·17
142*b*	Oil, tallow and other stores . . . . ,,	1st half	0·24	0·45	0·27	0·25	0·39	0·31	0·30	0·24	0·30	0·20
		2nd ,,	0·26	0·41	0·28	0·29	0·43	0·38	0·31	0·23	0·28	0·21
143*b*	Maintenance and renewal of locomotives . . ,,	1st half	2·62	3·99	2·46	1·84	2·75	2·91	1·72	3·54	1·43	1·35
		2nd ,,	2·36	3·46	1·45	1·78	3·11	3·61	1·84	2·77	1·24	1·60
143A (*b*)	Maintenance and renewal of machinery, tools and plant . . . . ,,	1st half	0·15	0·56	0·28	0·17	0·20	0·12	0·04	0·28	0·16	0·02
		2nd ,,	0·13	0·59	0·28	0·10	0·28	0·20	0·04	0·40	0·30	0·03
144*b*	Other charges (net) . ,,	1st half	1·43	1·09	0·22	0·72	1·21	1·77	0·42	1·83	1·45	0·84
		2nd ,,	1·84	0·89	0·33	0·67	0 86	1·91	0·44	1·12	1·17	0·90
145*b*	Total locomotive expenses . . . . ,,	1st half	8·52	15·68	6·87	5·86	11·93	11·12	6 51	12·50	8·17	6·62
		2nd ,,	8·22	14·94	6·30	5·87	12·20	12·74	6·65	11·22	7·72	6·94
	Fuel consumed in terms of Coal (Kurhurbaree) . *lbs.*	1st half	55·68	46·73	40·83	51·86	50·48	50·28	43·58	48·38	48·69	35·47
		2nd ,,	54·16	49·02	42·24	50·27	49·95	50·80	47·31	48·17	45·27	40·64
	Wood . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...

DIX 18—*continued.*

system during each half-year of 1906—contd.

do not prepare these statistics.

3′ 3½″											2′ 6″				Gauge.	
13 (*a*) & (*b*)	14 (*a*) to (*d*)	15 (*a*)	3 (*b*) and (*c*)	8 (*c*)	18(*a*) to (*c*)	2 (*g*) to (*m*)	20(*a*) & (*b*).	21 (*a*) to (*f*)	22 (*a*) to (*j*)	23 (*a*)	1 (*b*)	30 (*a*)	9 (*h*) &(*i*)	1 (*e*)	Number.	Serial number.
Bengal and North-Western.	Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Maratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Raipur-Dhamtari.	Calendar year 1906 by half-years.	
EXPENSES.																
6·36	15·13	10·98	6·78	4·77	14·58	14·38	...	12·81	10·13	18·65	3·35	19·20	13·29	2·57	1st half	
6·71	15·41	11·70	8·53	4·87	14·80	16·48	...	13·21	10·31	18·74	3·62	13·88	13·47	2·64	2nd „	
...	...	...	...	...	...	...	7·03	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	...	5·32	...	...	...	...	...	...	...	2nd „	
0·42	0·74	0·83	0·61	0·96	0·32	0·58	0·79	0·60	0·65	1·66	1·19	1·45	0·58	0·58	1st half	138a
0·43	0·99	0·82	0·57	1·15	0·34	0·63	0·81	0·59	0·75	1·68	0·90	1·89	0·74	0·63	2nd „	
0·74	1·20	2·68	1·09	1·53	0·69	1·68	0·75	1·65	1·62	0·72	1·20	2·53	1·13	1·00	1st half	139a
0·77	1·30	2·56	1·21	1·54	0·79	1·76	0·78	1 63	1·69	0·75	1·14	2·49	0·99	0·97	2nd „	
1·87	3·49	3·53	1·89	1·29	4·48	3·88	3·53	2·93	2·60	5·20	1·40	9·04	1·80	0·48	1st half	140a
1·92	3·03	3·50	2·41	1·30	4·17	4·00	3·18	3·08	2·70	4·73	1·47	10·92	1·60	0·49	2nd „	
0·15	0·13	0·32	0·14	0·19	0·45	0·28	0·18	0·18	0·22	0·30	0·88	1·17	0·46	0·28	1st half	141a
0·15	0·17	0·32	0·16	0·21	0·42	0·27	0·15	0·14	0·22	0·26	0·33	1·33	0·43	0·30	2nd „	
0·20	0·24	0·35	0·23	0·19	0·32	0·30	0·25	0·25	0·16	0·30	0·21	0·47	0·36	0·26	1st half	142a
0·18	0·31	0·32	0·28	0·22	0·38	0·28	0·25	0·28	0·17	0·31	0·20	0·47	0·36	0·22	2nd „	
0·99	0·86	1·61	3·43	0·88	1·30	2·66	1·44	4·64	2·01	1·49	0·96	2·69	1·27	1·69	1st half	143a
1·04	1·29	2·33	1·40	1·36	1·34	2·40	1·40	3·44	2·71	1·55	0·91	2·85	0·75	0·89	2nd „	
0·04	0·08	0·17	0·22	0·04	0·11	0·36	0·17	0·10	0·21	0·20	0·07	0·02	0·11	...	1st half	143 A (a)
0·05	0·07	0·15	0·25	0·05	0·15	0·41	0·17	0·14	0·21	0·52	0·01	0·02	0·08	...	2nd „	
0·69	0·52	0·69	1·54	0·78	0·81	0·73	0·69	0·14	1·15	...	3·01	0·07	0·39	1·31	1st half	144a
0·76	0·18	1·08	0·35	0·88	1·25	0·62	0·47	0·30	1·14	...	2·68	0·39	0·31	1·26	2nd „	
5·10	7·26	10·18	9·15	5·86	8·48	10·47	7·80	10·49	8·62	9·87	8·42	17·44	6·13	5·60	1st half	145a
5·30	7·34	11·08	6·63	6·71	8·84	10·37	7·21	9·60	9·59	9·80	7·64	19·86	5·26	4·26	2nd „	
41·24	32·31	45·09	39·01	37·79	43·05	37·76	...	31·92	35·93	35·22	58·36	72·36	18·91	26·28	1st half	
40·13	27·48	41·82	39·65	37·34	39·43	36·91	...	32·60	36·69	31·81	56·83	81·70	16·64	25·89	2nd „	
...	...	...	...	...	...	...	115·77	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	...	114·09	...	...	...	...	...	...	...	2nd „	
0·35	0·66	0·69	0·48	0·86	0·30	0·50	0·61	0·55	0·58	1·55	0·99	1·31	0·48	0·56	1st half	138b
0·35	0·91	0·69	0·44	1·03	0·32	0·55	0·65	0·54	0·67	1·58	0·75	1·18	0·63	0·60	2nd „	
0·60	1·07	2·20	0·85	1·37	0·65	1·45	0·60	1·50	1·44	0·67	1·00	2·30	0·93	0·96	1st half	139 (*b*)
0·63	1·20	2·13	0·94	1·38	0·73	1·52	0·63	1·49	1·51	0·69	0·96	2·10	0 88	0·92	2nd „	
1·54	3·11	2·91	1·47	1·16	4·18	3·35	2·77	2·66	2·31	4·86	1·15	8·20	1·47	0·46	1st half	140b
1·58	2·79	2·92	1·87	1·16	3·87	3·45	2·56	2·81	2·41	4·44	1·22	9·23	1·35	0·47	2nd „	
0·12	0·12	0·26	0·11	0·18	0·42	0·24	0·14	0·16	0·19	0·28	0·31	1·06	0·41	0·27	1st half	141b
0·12	0·15	0·26	0·13	0·18	0·39	0·23	0·13	0·18	0·20	0·24	0·27	1·13	0·36	0·28	2nd „	
0·16	0·21	0·29	0·18	0·17	0·31	0·26	0·19	0 23	0·14	0·28	0·18	0·43	0·30	0·25	1st half	142b
0·15	0·29	0·26	0·21	0·20	0·36	0·24	0·20	0·25	0·15	0·29	0·16	0·40	0·31	0·21	2nd „	
0·81	0·77	1·32	2·68	0·79	1·21	2·30	1·13	4·22	1·79	1·40	0·79	2·44	1·04	1·62	1st half	143b
0·85	1·19	1·94	1·09	1·21	1·24	2·07	1·14	3·14	2·41	1·45	0·76	2·41	0·63	0·37	2nd „	
0·04	0·07	0·14	0·17	0·04	0·10	0·32	0·14	0·09	0·19	0·19	0·05	0·02	0·09	...	1st half	143 A (b)
0·04	0·06	0·13	0·19	0·05	0·14	0·36	0·13	0·14	0·19	0·49	0·01	0·02	0·06	...	2nd „	
0·56	0·46	0·56	1·21	0·70	0·75	0·63	0·54	0·13	1·03	...	2·48	0·06	0·32	1·26	1st half	144b
0·63	0·17	0·90	0·27	0·78	1·15	0·58	0·37	0 27	1·02	...	2·22	0·33	0·26	1·20	2nd „	
4·18	6·47	8·37	7·15	5·27	7·92	9·05	6·12	9·54	7·67	9·23	6·95	15·82	5·04	5·38	1st half	145b
4·35	6·76	9·23	5·14	5·99	8·20	8·95	5·81	8·77	8·56	9·13	6·35	16·80	4·43	4·05	2nd „	
33·81	28·78	37·03	30·47	33·99	40·17	32·62	...	29·04	31·96	32·92	48·21	65·66	15·54	25·24	1st half	
32·91	25·30	34·88	30·73	33·30	36·59	31·96	...	29·75	32·71	29·86	47·23	69·09	14·02	24·65	2nd „	
...	...	...	...	...	...	...	90·90	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	...	91·91	...	...	...	...	...	...	...	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	Particulars.	Gauge.	5′ 6″									
		Number.	1 (*a*)	2 (*a*) to (*f*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	8 (*a*) & (*b*)	9 (*a*) to (*g*)	10 (*a*) & (*b*)	11 (*a*)
		Calendar year 1906 by half-years.	Bengal Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkund.	Assam-Bengal.
	PER 1,000 GROSS TON-MILES.											TABLE B.—LOCOMOTIVE
138*c*	General superintendence (including office expenses) . . *Rs.*	1st half	0·16	0·15	0·11	0·09	0·11	0·13	0·13	0·10	0·13	0·31
		2nd „	0·19	0·18	0·11	0 10	0·13	0·13	0·14	0·10	0·13	0 26
139*c*	Running expenses . . „	1st half	0·38	0·45	0·37	0·27	0·47	0·37	0·30	0·28	0·23	0·53
		2nd „	0·43	0·49	0·40	0·29	0·54	0·40	0·30	0·26	0 24	0·46
140*c*	Fuel . . . . . „	1st half	0·20	1·05	0·53	0·11	0·81	0·76	0·32	0·96	0·78	0·79
		2nd „	0·22	1·12	0 58	0·12	0·87	0·92	0·32	0·98	0·76	0·86
141*c*	Water . . . . . „	1st half	0·03	0·08	0·03	0·02	0·06	0·06	0·05	0·04	0·03	0·07
		2nd „	0·02	0·08	0·03	0·01	0·06	0·07	0·05	0·05	0·04	0·07
142*c*	Oil, tallow and other stores . „	1st half	0·05	0·08	0·08	0·04	0·08	0·07	0·06	0·05	0·07	0·08
		2nd „	0·05	0·08	0·08	0 05	0·09	0·09	0·07	0·05	0·07	0·08
143*c*	Maintenance and renewal of locomotives . . . „	1st half	0·49	0·72	0·70	0·32	0·55	0·64	0·34	0·74	0·35	0·55
		2nd „	0·48	0·67	0·41	0·31	0·66	0·83	0·37	0·57	0·31	0·61
143 A(*c*)	Maintenance and renewal of machinery, tools and plant „	1st half	0·02	0·10	0·08	0·03	0·04	0·03	0·01	0·05	0·04	0·02
		2nd „	0·02	0·11	0·08	0·02	0·05	0·05	0·01	0·08	0·07	0·02
144*c*	Other charges (net) . . „	1st half	0·28	0·20	0·07	0·13	0·24	0·39	0·08	0·38	0·35	0·34
		2nd „	0·28	0·18	0·09	0·12	0·18	0·44	0·08	0·33	0·29	0·31
145*c*	Total locomotive expenses . „	1st half	1·61	2·83	1·97	1·01	2·36	2·45	1·29	2·60	1·98	2·69
		2nd „	1·69	2·91	1·78	1·02	2·58	2·93	1·34	2·32	1·91	2·67
	Fuel consumed in terms of Coal (Kurharbarce). *lbs.*	1st half	168·54	135·14	187·41	143·48	161·08	176·90	154·34	161·05	188·61	230·51
		2nd „	177 98	152·99	191·44	139·36	168·94	186·68	152·56	159·27	179·60	250 08
	Wood . „	1st half	...	...	...	...	...	...	...	...	..	...
		2nd „	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.											TABLE C.—CARRIAGE AND
146*a*	General superintendence (including office expenses) . *Annas*	1st half	0·24	0·30	0·26	0·20	0·20	0·22	0·19	0·08	0·25	0·32
		2nd „	0·25	0·40	0·27	0·22	0·24	0·23	0·20	0·08	0·30	0·29
147*a*	Repairs and renewals of coaching vehicles . „	1st half	1·34	2·30	1·60	1·05	1·05	1·19	0·61	0·75	0·79	0·75
		2nd „	1·23	1·83	1·22	0·93	1·14	1·65	0·67	0·75	0·54	0·96
148*a*	Repairs and renewals of goods vehicles . „	1st half	0·94	2·69	1·15	2·29	1·15	1·64	1·26	0·91	0·33	1·11
		2nd „	0·89	1·79	1·02	1·87	1·25	1·70	1·17	0·78	0·27	1·32
148A (*a*)	Repairs and renewals of machinery, tools and plant „	1st half	0·09	0·22	0·03	0·07	0·11	0·10	0·01	0·06	0·27	0·03
		2nd „	0·05	0·24	0·03	0·10	0·11	0·14	0·02	0·04	0·11	0 04
149*a*	Cleaning and oiling . . „	1st half	0·46	0·51	0·27	0·24	0·47	0·37	0·31	0·33	0·34	0·26
		2nd „	0·51	0·50	0·29	0·25	0·49	0·38	0·32	0·34	0·33	0·28
150*a*	Other charges (net) . . „	1st half	0·06	0·03	0·03	0·02	0·02	0·38	...	0·02	0·06	0·01
		2nd „	0·06	0·03	0·01	0·03	0·02	0·42	...	0·02	0·01	0·01
151*a*	Total carriage and wagon expenses . . . . „	1st half	3·13	6·14	3·34	3·87	3·00	3·90	2·38	2·15	2·04	2·48
		2nd „	2·99	47·9	2·84	3·40	3·25	4·52	2·38	2·01	1·56	2·90
	PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.											
146*b*	General superintendence (including office expenses) . . *Rs.*	1st half	0·47	0·91	0·90	0·44	0·64	0·64	0·46	0·25	0·77	1·08
		2nd „	0·53	0·99	0·95	0·48	0·84	0·72	0·44	0·25	1·03	0·99
147*b*	Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. „	1st half	13·53	15·67	11·00	9·09	10·67	10·19	7·05	6·76	6·91	5·89
		2nd „	11·65	11·20	9·40	7·52	10·20	13·96	6·17	6·36	4·55	7·37
148*b*	Repairs and renewals of goods vehicles calculated on goods vehicle mileage. „	1st half	2·34	9·48	8·05	6·99	5·23	7·08	4·09	4·43	1·53	6·84
		2nd „	2·44	7·64	6·45	5·62	7·05	8·81	3·41	3·78	1·60	7·73
148A (*b*)	Repairs and renewals of machinery, tools and plant . „	1st half	0·17	0·52	0·11	0·16	0·35	0·28	0·03	0·16	0·83	0·08
		2nd „	0·10	0·60	0·11	0·22	0·38	0·45	0·04	0·11	0·37	0·16
149*b*	Cleaning and oiling . . . „	1st half	0·09	1·17	0·92	0·53	1·43	1·05	0·80	1·03	1·03	0·89
		2nd „	1·10	1·27	1·01	0·55	1·69	1·23	0·72	1·06	1·12	0·94
150*b*	Other charges (net) . . . „	1st half	0·12	0·09	0·11	0·06	0·06	1·10	...	0·05	0·20	0·03
		2nd „	0·13	0·02	0·04	0·07	0·03	1·35	...	0·05	0·04	0·03
151*b*	Total carriage and wagon expenses . . . . „	1st half	6·26	14·26	11·57	8·70	9·43	11·18	6·02	6·20	6·24	8·51
		2nd „	6·36	12·05	9·87	14·46	11·26	14·58	5·28	6·20	5·37	9·74

DIX 18—*continued.*

system during each half-year of 1906—contd.

do not prepare these statistics.

3′ 3½″											2′ 6″				Gauge.	
12 (*a*) (*b*)	14 (*a*) to (*d*)	15 (*a*)	3 (*b*) & (*c*)	8 (*c*)	18 (*a*) to (*c*)	2 (*g*) to (*m*)	20(*a*) & (*b*)	21(*a*) to (*f*)	22 (*a*) to (*j*)	23 (*a*)	1 (*b*)	30 (*a*)	9 (*h*) & (*i*)	1 (*e*)	Number.	Serial number.
Bengal and North-Western.	Bharnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Maratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera Durgai.	Raipur-Dhamtari.	Calendar year 1906 by half-years.	
EXPENSES—*concld.*																
0·12	0·25	0·24	0·20	0·30	0·10	0·15	0·22	0·20	0·21	0·47	0·37	1·05	0·63	0·37	1st half	138*c*
0·12	0·35	0·24	0·17	0·38	0 11	0·18	0·20	0·19	0 26	0·54	0·28	1·00	0·81	0·50	2nd ,,	
0·21	0·41	0·77	0·36	0·48	0·20	0·44	0·24	0·54	0·53	0·20	0·37	1·83	1·22	0·64	1st half	139*c*
0·21	0·47	0·74	0·37	0·52	0·25	0·48	0·20	0·53	0·58	0·23	0·35	1·80	1·07	0·77	2nd ,,	
0·52	1·19	1·03	0·61	0·41	1·30	1·02	1·10	0·95	0·85	1·46	0·44	6·53	1·95	0·31	1st half	140*c*
0·54	1·08	1·02	0·74	0·43	1·32	1·11	0·79	1·01	0·93	1·51	0·45	7·88	1·74	0·39	2nd ,,	
0·04	0·05	0·10	0·04	0·06	0·13	0·07	0·06	0·06	0·07	0·09	0·12	0·84	0·54	0·18	1st half	141*c*
0·04	0·06	0·09	0·05	0·07	0·18	0·07	0·04	0·05	0·08	0·09	0·11	0·96	0·47	0·23	2nd ,,	
0·06	0·08	0·10	0·08	0·06	0·10	0·08	0·08	0·08	0·05	0·08	0·07	0 84	0·40	0·17	1st half	142*c*
0·05	0 11	0·09	0·09	0·07	0·12	0·08	0·06	0·09	0·06	0·09	0·07	0·34	0·40	0·17	2nd ,,	
0·27	0·29	0·46	1·12	0·28	0·37	0·71	0·45	1·52	0·66	0·43	0·30	1·94	1·38	1·08	1st half	143*c*
0·29	0·46	0·68	0·43	0·46	0·43	0·67	0·35	1·13	0·94	0·50	0·28	2·06	0·81	0·31	2nd ,,	
0·01	0·03	0·05	0·07	0·01	0·03	0·10	0·05	0·03	0·07	0·05	0·02	0·02	0·11	...	1st half	143 A(*c*)
0·01	0·03	0 05	0·08	0·02	0·05	0·12	0·04	0·05	0·07	0·16	...	0·01	0·08	...	2nd ,,	
0·19	0·18	0·20	0·50	0·25	0·24	0·19	0·22	0·04	0·38	...	0·25	0·05	0·42	0·84	1st half	144*c*
0·21	0·06	0·32	0·11	0·29	0·40	0·17	0·12	0·10	0·39	...	0·32	0·28	0·33	1·01	2nd ,,	
1·42	2·48	2·95	2·98	1·85	2·47	2·76	2·42	3·42	2·82	2·78	2·64	12 60	6·65	3·59	1st half	145*c*
1·47	2·62	3·23	2·04	2·24	2·81	2·88	1·80	3·15	3·31	3·12	2·36	14·33	5·71	3·38	2nd ,,	
133·18	176·52	208·64	202·99	190·85	200·32	159·10	...	166·76	187·79	158·44	327·81	836·64	328·26	269·94	1st half	
135·51	157·05	195·16	194·90	199·00	20023	164·25	...	170·94	202·37	162·92	281·57	943·15	289·34	329·09	2nd ,,	
...	...	...	...	...	...	...	575·25	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	...	451·80	...	...	...	...	...	...	...	2nd ,,	
WAGON EXPENSES.																
0·15	0·21	0·24	0·35	0·14	0·11	0·22	0·32	0·20	0·22	0·39	0·23	0·48	0·07	0·14	1st half	146*a*
0·16	0·30	0·24	0·31	0·17	0·11	0·23	0·33	0·19	0·24	0·40	0·16	0·46	0·07	0·16	2nd ,,	
0·44	0·32	0·79	1·03	0·39	0·43	1·27	0·63	0·62	0·89	0·41	0·35	0·55	0·24	0·55	1st half	147*a*
0·38	1·55	0·81	1·03	0·35	0·46	1·05	0·33	0·72	0·91	0·37	0·42	0·78	0·17	0·28	2nd ,,	
0·45	0·38	1·37	3·38	0·27	0·31	1·49	0·61	0·94	0 77	0·17	0·44	0·06	0·49	0·09	1st half	148*a*
0·59	0·32	1·15	0·73	0·44	0·33	1·04	0·74	1·13	0·75	0·26	0·31	0·95	0·20	0·16	2nd ,,	
0·03	0·04	0·05	0·03	...	0·06	0·12	0·02	0·03	0·04	0·06	0·03	...	0·01	...	1st half	148 A(*a*)
0·03	0·03	0·07	0·05	0·02	0·09	0·14	0·03	0·05	0·04	0·07	0·03	...	...	...	2nd ,,	
0·30	0·21	0·26	0·30	0·16	0·18	0·27	0·34	0·31	0·16	0·50	0·38	0·31	0·41	0·24	1st half	149*a*
0·28	0·24	0·25	0·36	0·20	0·19	0·29	0·38	0·31	0·18	0·48	0·37	0·30	0·32	0·21	2nd ,,	
0·02	0·01	0·02	0·05	...	0·01	0·01	0·06	—*0·07*	0·01	...	0·06	...	0·03	0·10	1st half	150*a*
0·03	...	0·02	0·07	...	...	0·02	...	—*0·01*	0·04	...	0·05	...	0·05	...	2nd ,,	
1·39	1·67	2·78	5·14	0·96	1·10	3·88	1·98	2·03	2·09	1·53	1·49	1·40	1·25	1·14	1st half	151*a*
1·47	2·44	2·55	2·55	1·18	1·18	2·77	2·41	2·39	2·16	1·58	1·34	2·49	0·81	0·81	2nd ,,	
0·34	0·55	0·65	1·02	0·46	0·30	0·50	0·75	0·60	0·62	0·98	0·56	3·45	0·44	0·50	1st half	146*b*
0·38	0·77	0·66	1·00	0·62	0·31	0·55	0·75	0·61	0·70	1·05	0·40	3·45	0·45	0·76	2nd ,,	
2·56	4·35	5·97	6·54	4·42	3·00	8·87	4·13	3·76	7·96	1·57	1·95	3·90	3·28	6·64	1st half	147*b*
2·23	4·00	5·96	6·85	3·25	2·97	6·51	5·39	4·43	7·50	1·55	2·36	5·77	2·17	3·74	2nd ,,	
1·38	1·90	5·71	18·23	1·28	1·40	5·14	2·16	5·65	3·26	1·11	1·94	0·46	6·05	0·50	1st half	148*b*
2·53	0·84	5·06	4·51	2·60	1·75	4·09	2·81	6·88	3·50	1·95	1·36	7·04	2·80	1·22	2nd ,,	
0·07	0·11	0·14	0·07	...	0·14	0·29	0·05	0·10	0·11	0·16	0·06	...	0·07	...	1st half	148 A(*b*)
0·09	0·09	0·20	0·15	0·07	0·25	0·33	0·07	0·15	0·12	0·17	0·05	...	0·01	...	2nd ,,	
0·56	0·54	0·69	0·87	0·54	0·48	0·64	0·79	0·92	0·47	1·27	0·93	2·18	2·63	0·98	1st half	149*b*
0·70	0·63	0·70	1·16	0·71	0·55	0·71	0·85	0·95	0·54	1·28	0·89	2·24	2·16	1·05	2nd ,,	
0·04	0·02	0·04	0·15	0·01	0·03	0·03	0·13	—*0·20*	0·02	0·01	0·16	...	0·18	0·35	1st half	150*b*
0·07	...	0·04	0·23	0·01	0·01	0·03	0·01	—*0·03*	0·13	...	0·13	...	0·31	0·03	2nd ,,	
3·10	4·32	7·33	14·98	3·25	2·97	7·33	4·58	6·13	5·98	3·84	3·67	9·99	8·04	4·23	1st half	151*b*
3·64	6·33	6·99	8·19	4·27	3·44	6·66	5·52	7·37	6·43	4·19	3·28	18·50	5·42	4·00	2nd ,,	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″									
		Number	1 (*a*)	2 (*a*) to (*f*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	8 (*a*) & (*b*)	9 (*a*) to (*g*)	10 (*a*) & (*b*)	11 (*a*)
		Calendar year 1906 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.
	PER TOTAL TRAIN-MILE.											TABLE D—TRAFFIC
152*a*	General superintendence (including office expenses) . . *Annas*	1st half	0·92	0·91	1·30	0·84	0·54	0·87	0·53	0·51	0·74	0·86
		2nd „	0·94	1·02	1·21	0·93	0·60	0·87	0·60	0·51	0·79	0·85
153*a*	Station staff . . . . „	1st half	2·28	3·34	6·36	2·35	2·09	2·22	1·65	2·18	2·55	2·55
		2nd „	2·26	3·31	7·34	3·28	2·25	2·23	1·93	2·37	2·55	3·32
154*a*	Train staff . . . . „	1st half	0·65	0·87	1·14	1·22	1·28	0·72	0·66	0·86	0·88	0·68
		2nd „	0·91	0·89	1·13	1·26	1·36	0·77	0·73	0·88	0·85	0·68
155*a*	Fuel, lighting, water and general stores . . . „	1st half	0·60	0·95	1·18	0·81	0·67	0·54	0·42	0·57	0·56	0·43
		2nd „	0·51	0·89	0·95	0·70	0·82	0·47	0·46	0·60	0·51	0·48
156*a*	Clothing . . . . . „	1st half	0·02	0·12	0·06	0·07	0·07	0·10	0·05	0·04	0·19	0·10
		2nd „	0·05	0·09	0·06	0·08	0·07	0·09	0·10	0·10	0·05	0·05
157*a*	Printing, stationery and tickets . . . . „	1st half	0·19	0·55	0·36	0·31	0·23	0·68	0·28	0·17	0·14	0·25
		2nd „	0·19	0·59	0·38	0·36	0·32	0·49	0·15	0·18	0·34	0·25
158*a*	Charges for delivery and collection of goods, etc. . „	1st half	...	...	0·02	0·01	0·01	0·02	...	...	0·02	...
		2nd „	...	...	0·02	0·01	0·01	0·01	...	...	0·01	...
159*a*	Miscellaneous expenses . „	1st half	...	0·02	0·04	0·02	0·02	0·06	0·01	0·01	0·01	0·01
		2nd „	0·02	0·03	0·07	0·02	0·01	0·06	0·02	0·01	0·01	0·01
160*a*	Payments to other lines . „	1st half	1·07	0·14	...	0·08	0·08	0·05	0·30	0·04	0·20	...
		2nd „	1·05	0·13	...	0·07	0·07	0·06	0·41	0·03	0·27	...
161*a*	Other charges (net) . . „	1st half	0·01	0·01	0·02	0·01	0·02	0·07	0·01	0·03	0·04	...
		2nd „	0·01	0·01	0·01	0·01	0·05	0·05	0·01	0·03	0·02	0·01
162*a*	Total traffic expenses . „	1st half	5·74	6·91	10·48	6·22	5·01	5·33	3·91	4·41	5·33	4·88
		2nd „	5·94	6·96	11·17	6·72	5·53	5·10	4·41	4·71	5·40	5·65
	PER CENT. ON TRAFFIC EARNINGS. (*Abstracts H and I of Revenue Accounts.*)											
152*b*	General superintendence (including office expenses) . *Per cent.*	1st half	1·28	0·86	2·41	1·10	0·78	1·25	0·76	0·86	1·45	2·35
		2nd „	1·55	1·16	1·63	1·26	1·01	1·40	0·88	0·87	1·74	2·04
153*b*	Station staff . . . . „	1st half	3·17	3·17	11·75	3·73	3·00	3·21	2·36	3·70	5·04	6·98
		2nd „	3·73	3·80	9·88	4·47	3·80	3·60	2·86	4·08	5·61	7·88
154*b*	Train staff . . . „	1st half	0·90	0·82	2·12	1·59	1·84	1·04	0·94	1·46	1·73	1·86
		2nd „	1·51	1·02	1·52	1·72	2·30	1·24	1·08	1·52	1·88	1·60
155*b*	Fuel, lighting, water and general stores . . „	1st half	0·83	0·90	2·18	1·06	0·97	0·79	0·60	0·96	1·11	1·18
		2nd „	0·83	1·02	1·28	0·95	1·39	0·76	0·68	1·04	1·11	1·13
156*b*	Clothing . . . . . „	1st half	0·03	0·11	0·10	0·09	0·10	0·15	0·08	0·07	0·38	0·28
		2nd „	0·08	0·11	0·08	0·11	0·13	0·14	0·15	0·17	0·19	0·11
157*b*	Printing, stationery and tickets . . . . „	1st half	0·26	0·52	0·67	0·41	0·34	0·98	0·40	0·29	0·29	0·69
		2nd „	0·32	0·67	0·51	0·49	0·54	0·79	0·23	0·31	0·75	0·59
158*b*	Charges for delivery and collection of goods, etc. „	1st half	0·01	...	0·04	0·01	0·02	0·03	...	0·01	0·03	...
		2nd „	0·01	...	0·02	0·01	0·02	0·02	...	0·01	0·03	...
159*b*	Miscellaneous expenses . „	1st half	0·01	0·02	0·08	0·02	0·03	0·09	0·01	0·01	0·01	0·03
		2nd „	0·02	0·04	0·08	0·02	0·03	0·10	0·03	0·01	0·01	0·04
160*b*	Payments to other lines . „	1st half	1·49	0·14	...	0·10	0·11	0·07	0·43	0·07	0·39	...
		2nd „	1·74	0·15	...	0·10	0·12	0·09	0·61	0·06	0·60	...
161*b*	Other charges (net) . „	1st half	0·01	0·01	0·03	0·02	0·02	0·10	0·01	0·05	0·08	...
		2nd „	0·01	0·01	0·02	0·02	0·03	0·08	0·01	0·05	0·05	0·01
162*b*	Total traffic expenses . „	1st half	7·99	6·55	19·38	8·13	7·21	7·71	5·59	7·48	10·51	13·27
		2nd „	9·80	7·98	15·02	9·15	9·36	8·22	6·53	8·12	11·88	13·39
	General superintendence per cent. on traffic earnings (including steamboat) . . . . *Per cent.*	1st half	1·28	0·86	2·41	1·10	0·78	1·25	0·76	0·86	1·45	2·35
		2nd „	1·55	1·16	1·63	1·26	1·01	1·40	0·88	0·87	1·74	2·04

DIX 18—*contd.*

system during each half-year of 1906—contd.

do not prepare these statistics.

3′ 2⅜″											2′ 6″				Gauge.	
12 (*a*) & (*b*)	14 (*a*) to (*d*)	15 (*a*)	3 (*b*) & (*c*)	8 (*c*)	18 (*a*) to (*c*)	2 (*g*) to (*m*)	20 (*a*) & (*b*)	21 (*a*) to (*f*)	22 (*a*) to (*j*)	23 (*a*),	1 (*b*)	30 (*a*)	9 (*h*) & (*i*)	1 (*e*)	Number.	Serial number.
Bengal and North-Western.	Bhavnagar-Gondal-Junagad-Porbander.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Maratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Raipur-Dhamtari.	Calendar year 1906 by half-years.	
EXPENSES.																
0·58	0·87	0·86	1·09	0·63	0·58	0·50	0·70	0·78	0·52	1·75	1·26	1·58	0·19	...	1st half	152*a*
0·60	0·89	0·81	1·02	0·79	0·60	0·59	0·76	0·69	0·59	1·65	1·19	1·62	0·48	...	2nd ,,	
1·69	2·12	2·14	3·03	1·55	1·17	1·84	1·65	1·78	1·38	2·13	1·94	3·20	1·45	1·67	1st half	153*a*
1·54	2·32	2·12	3·36	1·57	1·07	1·92	1·77	1·73	1·53	2·06	1·91	3·28	1·31	1·27	2nd ,,	
0·44	0·42	0·70	0·76	0·61	0·22	0·48	0·34	0·45	0·49	0·25	0·70	1·12	0·54	0·37	1st half	154*a*
0·44	0·48	0·72	0·79	0·73	0·22	0·51	0·38	0·43	0·53	0·31	0·95	0·71	0·56	0·54	2nd ,,	
0·50	0·72	0·47	0·70	0·42	0·42	0·52	0·55	0·47	0·28	0·38	0·53	0·30	0·57	...	1st half	155*a*
0·47	0·53	0·57	0·34	0·47	0·46	0·53	0·60	0·43	0·30	0·17	0·42	0·41	0·61	0·03	2nd ,,	
0·06	0·09	0·07	0·04	0·05	0·02	0·07	0·06	0·14	0·09	0·07	0·03	0·18	0·12	...	1st half	156*a*
0·05	...	0·12	0·05	0·13	0·05	0·05	0·06	0·05	0·03	0·04	0·08	0·02	0·05	...	2nd ,,	
0·23	0·48	0·39	0·85	0·24	0·13	0·30	0·47	0·27	0·20	0·63	0·11	0·63	0·17	0·03	1st half	157*a*
0·19	0·59	0·21	0·22	0·20	0·22	0·34	0·36	0·23	0·26	0·36	0·17	0·63	0·18	0·03	2nd ,,	
...	...	0·03	...	...	...	...	...	...	...	...	...	0·10	...	...	1st half	158*a*
...	...	0·02	...	...	...	...	...	...	...	...	...	0·09	...	...	2nd ,,	
0·03	0·02	0·02	0·01	0·02	...	0·01	0·03	0·01	0·02	0·03	0·01	0·03	0·01	0·01	1st half	159*a*
0·05	0·03	0·03	0·01	0·02	...	0·02	0·03	0·01	0·03	0·04	0·01	4·56	...	0·01	2nd ,,	
0·10	0·24	...	...	0·24	0·24	0·03	0·22	0·07	0·17	0·37	0·65	0·24	...	...	1st half	160*a*
0·07	0·25	...	...	0·48	0·45	0·08	0·26	0·07	0·21	0·36	0·57	0·15	...	...	2nd ,,	
0·07	0·01	0·03	0·09	0·01	...	...	...	...	0·03	...	0·03	0·01	0·03	0·03	1st half	161*a*
0·08	0·01	0·02	0·07	0·01	...	...	...	...	0·03	...	0·03	0·01	0·03	0·01	2nd ,,	
3·56	4·97	4·71	6·07	3·77	2·78	3·80	4·02	3·97	3·18	5·61	5·30	7·39	3·28	2·11	1st half	162*a*
3·49	5·10	4·62	6·46	4·70	3·07	4·03	4·22	3·62	3·51	4·99	5·33	11·48	3·22	1·89	2nd ,,	
1·25	1·40	1·61	1·94	1·15	1·09	0·87	1·37	1·53	1·26	2·18	2·92	1·89	3·24	...	1st half	152*b*
1·49	1·56	1·90	1·64	1·74	1·33	1·18	1·68	1·49	1·55	2·68	3·62	1·89	3·18	...	2nd ,,	
3·63	3·39	3·99	5·36	2·35	2·21	3·17	3·22	3·48	3·31	2·65	4·50	3·84	9·67	4·69	1st half	153*b*
3·81	4·07	4·96	5·39	4·11	2·40	3·24	3·95	3·70	4·02	3·33	5·50	3·32	8·75	5·18	2nd ,,	
0·95	0·66	1·31	1·34	1·13	0·41	0·82	0·66	0·88	1·18	0·32	1·63	1·35	3·63	1·03	1st half	154*b*
1·18	0·85	1·69	1·27	1·60	0·50	1·03	0·85	0·91	1·41	0·49	2·87	0·83	3·77	2·22	2nd ,,	
1·07	1·15	0·38	1·24	0·78	0·80	0·90	1·08	0·92	0·68	0·47	1·25	0·36	3·80	...	1st half	155*b*
1·15	0·92	1·33	1·35	1·04	1·03	1·03	1·34	0·93	0·78	0·28	1·29	0·48	4·05	0·11	2nd ,,	
0·13	0·15	0·14	0·07	0·09	0·04	0·11	0·12	0·26	0·22	0·08	0·08	0·22	0·84	...	1st half	156*b*
0·13	...	0·28	0·09	0·29	0·11	0·11	0·15	0·11	0·09	0·07	0·24	0·02	0·36	...	2nd ,,	
0·49	0·77	0·74	0·62	0·44	0·24	0·53	0·93	0·52	0·49	0·79	0·26	0·76	1·14	0·09	1st half	157*b*
0·46	1·03	0·49	0·51	0·43	0·49	0·68	0·79	0·50	0·70	0·58	0·51	0·73	1·19	0·12	2nd ,,	
...	...	0·04	...	...	...	...	...	...	...	...	...	0·12	...	...	1st half	158*b*
...	...	0·04	...	...	...	...	...	...	...	...	...	0·10	...	...	2nd ,,	
0·07	0·04	0·04	0·02	0·03	...	0·02	0·06	0·02	0·05	0·04	0·03	0·03	0·04	0·04	1st half	159*b*
0·12	0·05	0·07	0·02	0·04	...	0·04	0·03	0·02	0·07	0·06	0·02	5·32	0·04	0·04	2nd ,,	
0·21	0·39	...	...	0·41	0·45	0·14	0·43	0·15	0·40	0·46	1·52	0·28	...	...	1st half	160*b*
0·18	0·43	...	...	1·06	1·02	0·15	0·58	0·15	0·56	0·59	1·73	0·17	...	...	2nd ,,	
0·14	0·01	0·04	0·14	0·01	...	0·01	0·01	...	0·07	...	0·05	0·01	0·21	0·07	1st half	161*b*
0·19	0·02	0·05	0·11	0·02	...	0·01	0·01	...	0·07	...	0·11	0·01	0·17	0·08	2nd ,,	
7·66	7·96	8·79	10·73	6·92	5·24	6·57	7·88	7·76	7·66	6·99	12·34	8·86	22·57	5·92	1st half	162*b*
8·61	8·93	10·81	10·38	10·33	6·88	8·07	9·39	7·81	9·25	8·08	16·19	13·37	21·51	7·75	2nd ,,	
1·16	1·40	1·61	1·90	1·15	1·09	0·87	1·37	1·53	1·26	2·18	2·92	1·89	3·24	...	1st half	
1·49	1·56	1·89	1·49	1·74	1·33	1·18	1·68	1·49	1·55	2·68	3·62	1·89	3·18	...	2nd ,,	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE	5′ 6″										
		Number	1 (*a*)	2 (*a*) to (*f*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	8 (*a*) & (*b*)	9 (*a*) to (*g*)	10 (*a*) & (*b*	11 (*a*)
		Calendar year 1906 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkund.	Assam-Bengal.
	PER TOTAL TRAIN-MILE.										TABLE E.—GENERAL		
163*a*	Home expenditure . . *Annas*	1st half	0·67	0·67	0·12	0·35	0·36	0·39	0·49	0·10	0·09	1·56
		2nd „	0·78	0·68	...	0·41	0 40	0·39	0·63	...	...	1·36
164*a*	Agent's office—salaries and expenses . . . . „	1st half	0·29	0·23	0·33	0·14	0·21	0·38	0 25	0·14	0 20	0·67
		2nd „	0·28	0·25	0·31	0·15	0·16	0 41	0·28	0·13	0·23	0·55
165*a*	Audit, accounts and pay office „	1st half	0·70	0·83	0·83	0·46	0·54	0·72	1·07	0·38	0·62	1·12
		2nd „	0·70	0·92	0·82	0·49	0·59	0·69	1·19	0·43	0·67	1·02
166*a*	Stores Department . . „	1st half	0·19	0·34	0·27	0 15	0 17	0·11	0 19	0·11	0·16	0·44
		2nd „	0·20	0·35	0·26	0·18	0·18	0·11	0·21	0 11	0·21	0 41
167*a*	Medical „ . . „	1st half	0·22	0·21	0·18	0·16	0·10	0·16	0·16	0·10	0·10	0·42
		2nd „	0·25	0·23	0·19	0·17	0 12	0·16	0·18	0 20	0·11	0·34
168*a*	Rents and miscellaneous . „	1st half	0·25	0·31	0·26	0·22	0·12	0·18	0·30	0 13	0·21	0·15
		2nd „	0·24	0·30	0·28	0·28	0·13	0·17	0 28	0·13	0·21	0·14
169*a*	Police . . . . . „	1st half	0·20	0 43	0·17	0·24	0·23	0·24	0·46	0·13	0 18	0·25
		2nd „	0·22	0·44	0·22	0·25	(24	0·25	0·53	0·12	0 16	0·31
170*a*	Advertising . . . . „	1st half	0·02	0 01	0 04	0·01	...	0·02	...	0 01	0·01	...
		2nd „	0·06	0·01	0 4	0·02	...	0·03	0·02	0·01	0·01	0·04
171*a*	Electric telegraph . . „	1st half	0·85	1·18	0·91	0·76	0·72	0 89	0·54	0·74	0·66	1·16
		2nd „	0·87	1·27	0·86	0·78	0·76	0·91	0·61	0·66	0 74	1·12
172*a*	Other charges (net) . . „	1st half	0·01	...	0·02	0·02	0·02	0 21	...	*—0·04*	...	0·61
		2nd „	...	*—0·01*	0·01	0·02	0·02	0·10	...	0·02	0·01	...
173*a*	Total general charges . . „	1st half	3·40	4·26	3·13	2·51	2·46	3·40	3 46	1·89	2·24	5·78
		2nd „	3·70	4·44	3·09	2·75	2·61	3·42	3·33	1·70	2·35	5·29
	PER CENT ON TOTAL EARNINGS.												
163*b*	Home expenditure . . *Per cent*	1st half	0·91	0·63	0·21	0·45	0·52	0·55	0·67	0·17	0·17	4·00
		2nd „	1·23	0·77	...	0·55	0·67	0·62	0·68	...	...	3·01
164*b*	Agent's office—salaries and expenses . . „	1st half	0·39	0·21	0·55	0·18	0·29	0·55	0·34	0·22	0·37	1·71
		2nd „	0·45	0·28	0·43	0·20	0·26	0·64	0·39	0·22	0·47	1·20
165*b*	Audit, accounts and pay office . . . . „	1st half	0·94	0·83	1·41	0·59	0·77	1·01	1·47	0·64	1·15	2·87
		2nd „	1·11	1·04	1·12	0·66	0·98	1 07	1·67	0·71	1·37	2·25
166*b*	Stores Department . . „	1st half	0·25	0·32	0·45	0·20	0·24	0 15	0·26	0·18	0·29	1·12
		2nd „	0·32	0·40	0·35	0·24	0·32	0·17	0·29	0·19	0·42	0·89
167*b*	Medical „ . . „	1st half	0·29	0·20	0·31	0·20	0·15	0·23	0·22	0·17	0·19	1·07
		2nd „	0·41	0·25	0·25	0·22	0·19	0 25	0·26	0·16	0·23	0 76
168*b*	Rents and miscellaneous „	1st half	0·34	0·29	0·43	0·23	0·17	0·25	0·41	0·22	0·40	0·40
		2nd „	0 39	0·34	0 52	0 38	0·22	0 26	0·38	0 22	0·43	0·31
169*b*	Police . . . . . „	1st half	0·28	0·41	0·29	0·31	0·31	0·48	0·63	0·21	0·33	0·64
		2nd „	0·33	0·50	0 30	0·34	0·41	0·54	0·75	0·21	0 32	0·69
170*b*	Advertising . . . . „	1st half	0·02	...	0·06	0·01	0 01	0·03	0·01	0·02	0·01	0·01
		2nd „	0·09	0·01	0 05	0 02	0·01	0·04	0 03	0·02	0·02	0·09
171*b*	Electric telegraph . . „	1st half	1 15	1·11	1·53	0·98	1·02	1·25	0·74	1·07	1·23	2·06
		2nd „	1·54	1 43	1·19	1·05	1·26	1·42	0·85	1 11	1·49	2·48
172*b*	Other charges (net) . „	1st half	0·01	...	0·02	0·03	0·02	0·30	0·01	*—0·07*	...	0·03
		2nd „	...	*—0·01*	0·01	0·02	0·03	0·31	...	0·04	0·01	...
173*b*	Total general charges . „	1st half	4·58	4·00	5·25	3·23	3·50	4·80	4·76	2·83	4·13	13·81
		2nd „	5·87	5·01	4·22	3·68	4·35	5·32	5·50	2 88	4 76	11·68
	PER CENT ON GROSS EARNINGS.										TABLE G.—SPECIAL AND MISCEL		
174	Law charges . . . *Per cent.*	1st half	0·03	0·01	0·08	0·03	0·04	0·10	0 05	...	...	0·16
		2nd „	0·02	0 03	0 04	0·04	*—0·02*	0·06	0·02	...	...	0·10
175	Compensation . . „	1st half	0·13	0·19	1·01	0·07	0·14	0·11	0·02	0·17	0·10	0·11
		2nd „	0·16	0 29	0·45	0·11	0·20	0·21	0·02	0·25	0·15	0·09
176	Rates and taxes . . „	1st half	0·15	0·11	0·22	0·14	0·11	0·16	...	0 11	0·06	0·18
		2nd „	0·22	0 12	0 14	0·14	0 21	0 23	0·25	0·09	0·08	0·12
177	Payments to other lines . „	1st half	1·35	0·31	0·24	0·90	0·54	0·28	0·08	0·21	1·63	0·53
		2nd „	1·91	0·19	0·72	0 81	0 85	0·95	0 38	0·14	1·71	1·13
178	Other charges (net) . „	1st half	1·17	0·80	0·93	0·27	0·96	1·29	1·31	0·87	1·13	4·23
		2nd „	1·51	1·11	0 93	0·26	1·26	1 23	1·20	0 85	1·19	5·06
179	Total special and miscellaneous expenses . „	1st half	2·82	1·42	2·47	1·41	1·79	1·94	1·46	1·36	2·92	5·31
		2nd „	3·82	1·74	2·28	1·36	2·50	2·68	1·87	1·33	3·13	7·10

DIX 18—*contd.*

system during each half-year of 1906—contd.

do not prepare these statistics.

3′ 3⅜″											2′ 6″				Gauge.	
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) and (c)	8 (c)	18 (a) to (c)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	30 (a)	9 (h) & (i)	1 (e)	Number.	Serial number.
Bengal and North-Western.	Bhavnagar-Gondal Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera Durgai.	Raipur-Dhamtari.	Calendar year 1906 by half-years.	
CHARGES.																
0·43	0·11	0·65		0·59	...	0·37	0·95	0·79	0·58	...	1·67	2·39	0·10	1·18	1st half	168a
0·48	0·14	0·73		0·85	...	0·89	0·98	0·76	0·65	...	2·00	1·98	...	1·19	2nd ,,	
0·13	0·62	0·23		0·30	0·19	0·12	0·24	0·26	0·24	1·39	...	1·64	0·14	...	1st half	164a
0·15	0·75	0·24		0·37	0·29	0·14	0·25	0·25	0·29	1·44	...	1·57	0·13	...	2nd ,,	
0·60	1·20	0·58		1·31	0·44	0·49	0·67	0·75	0·50	1·32	0·06	2·56	0·28	0·19	1st half	165a
0·62	1·45	0·59		1·61	0·45	0·53	0·86	0·71	0·65	1·12	0·09	2·31	0·41	0·20	2nd ,,	
0·08	0·29	0·19		0·23	0·09	0·18	0·13	0·20	0·17	0·13	...	0·22	0·11	...	1st half	166a
0·10	0·34	0·19		0·28	0·10	0·10	0·17	0·19	0·19	0·13	...	0·19	0·11	...	2nd ,,	
0·09	0·38	0·21		0·28	0·06	0·12	0·09	0·24	0·14	0·28	0·02	0·60	0·09	...	1st half	167a
0·09	0·52	0·21		0·35	0·08	0·13	0·11	0·21	0·17	0·24	0·20	0·41	0·10	...	2nd ,,	
0·10	0·24	0·17		0·31	0·11	0·17	0·21	0·19	0·13	0·35	0·07	0·54	0·12	0·04	1st half	168a
0·11	0·33	0·16		0·39	0·12	0·18	0·33	0·15	0·17	0·20	0·08	0·45	0·13	...	2nd ,,	
0·22	0·64	0·37		0·43	0·08	0·24	0·32	0·23	0·12	...	0·10	0·33	0·45	0·30	Is half	169a
0·21	1·00	0·40		0·57	0·09	0·26	0·36	0·26	0·26	...	0·11	0·36	0·35	0·43	2nd ,,	
0·01	0·01	0·01		0·01	...	...	0·03	0·01	0·01	...	...	0·04	0·01	...	1st half	170a
0·01	...	0·02		0·03	...	0·01	0·03	0·02	0·02	...	...	0·45	0·01	...	2nd ,,	
0·58	1·03	0·67		0·60	0·70	0·66	0·52	0·62	0·75	0·92	1·31	0·82	0·62	0·59	1st half	171a
0·61	1·22	0·70		0·76	0·71	0·74	0·78	0·65	0·84	0·93	1·20	0·55	0·56	0·47	2nd ,,	
−0·07	0·01	0·02		0·01	...	...	...	0·02	...	...	...	...	−0·14	...	1st half	172a
−0·04	−0·01	0·03		0·01	...	...	...	...	0·01	...	...	...	0·02		2nd ,,	
2·22	4·71	3·10		4·07	1·67	2·85	3·28	3·31	3·03	4·34	3·69	9·19	1·98	2·30	1st half	173a
2·34	5·79	3·27		5·22	1·84	2·53	3·87	3·20	3·36	4·06	3·72	8·27	1·82	2·29	2nd ,,	
0·24	0·18	1·20		1·06	...	0·63	1·77	1·52	1·36	...	4·23	2·82	0·66	3·26	1st half	163b
1·01	0·24	1·67		1·80	...	0·77	2·05	1·62	1·68	...	5·97	2·28	...	4·85	2nd ,,	
0·26	0·93	0·43		0·53	0·35	0·21	0·44	0·50	0·57	1·70	...	1·95	0·89	...	1st half	164b
0·34	1·28	0·54		0·80	0·63	0·28	0·52	0·54	0·76	2·28	...	1·87	0·87	...	2nd ,,	
1·17	1·89	1·06		2·34	0·81	0·83	1·24	1·13	1·40	1·66	0·20	3·92	2·51	0·52	1st half	165b
1·33	2·47	1·35		3·42	0·99	1·04	1·78	1·50	1·71	1·78	0·26	2·67	2·78	0·79	2nd ,,	
0·15	0·45	0·35		0·41	0·17	0·32	0·24	0·38	0·39	0·16	...	0·26	0·70	...	1st half	166b
0·29	0·57	0·43		0·60	0·23	0·40	0·35	0·40	0·48	0·20	...	0·22	0·74	...	2nd ,,	
0·19	0·56	0·37		0·50	0·11	0·20	0·17	0·46	0·34	0·27	0·57	0·70	0·60	...	1st half	167b
0·20	0·87	0·48		0·75	0·18	0·26	0·22	0·45	0·44	0·38	0·59	0·47	0·62	...	2nd ,,	
0·19	0·38	0·32		0·56	0·20	0·29	0·24	0·37	0·32	0·43	0·16	0·64	0·80	0·12	1st half	168b
0·24	0·64	0·36		0·83	0·27	0·34	0·79	0·31	0·43	0·42	0·10	0·52	0·86	...	2nd ,,	
0·43	1·32	0·68		0·77	0·14	0·40	0·61	0·45	1·00	...	0·24	0·45	2·99	0·82	1st half	169b
0·46	1·68	0·92		1·21	0·19	0·50	0·75	0·55	0·94	...	0·34	0·41	2·29	1·74	2nd ,,	
0·01	0·01	0·02		0·02	0·01	...	0·04	0·02	0·02	...	...	0·04	0·06	...	1st half	170b
0·02	0·01	0·03		0·05	...	0·01	0·08	0·03	0·04	...	...	0·51	0·09	...	2nd ,,	
1·14	1·61	1·22		1·08	1·28	1·12	0·96	1·19	1·79	1·13	2·96	0·97	4·12	1·64	1st half	171b
1·31	2·06	1·59		1·61	1·55	1·44	1·61	1·38	2·19	1·48	3·86	0·64	3·67	1·94	2nd ,,	
−0·14	0·01	0·04		0·02	...	...	...	0·03	0·01	...	...	...	−0·26	...	1st half	172b
−0·09	−0·01	0·07		0·03	...	...	...	0·01	0·02	...	...	...	0·14	...	2nd ,,	
4·34	7·40	5·69		7·29	3·07	4·00	6·11	6·35	7·20	5·35	8·36	10·84	18 07	6·36	1st half	173b
5·05	9·81	7·44		11·10	4·04	5·04	8·06	8·79	8·69	6·44	11·12	9·53	12·01	9 32	2nd ,,	
LANEOUS EXPENSES.																
0·02	...	0·04		0·01	...	...	0·01	...	...	...	...	0·08	...	...	1st half	174
0·02	0·03	0·02		...	...	0·03	0·12	...	0·01	...	...	0·08	...	...	2nd ,,	
0·05	0·01	0·11		0·01	0·16	0·20	0·05	0·03	0·07	0·02	0·01	0·06	0·12	...	1st half	175
0·04	0·03	0·13		0·02	0·16	0·30	0·15	0·04	0·10	...	0·03	0·10	0·13	...	2nd ,,	
0·03	...	0·57		0·01	...	0·11	...	0·13	0·08	...	...	0·96	...	...	1st half	176
0·04	...	0·03		0·51	...	0·12	0·04	0·22	0·08	...	0·01	0·01	...	...	2nd ,,	
0·59	0·09	...		0·16	1·36	0·31	...	0·13	0·14	1·04	0·04	...	...	...	1st half	177
1·12	0·13	...		0·25	1·86	0·19	−0·02	0·22	0·24	0·17	0·18	...	...	...	2nd ,,	
0·23	0·91	1·30		0·75	0·41	0·30	1·23	0·63	1·67	0·25	1·44	−0·67	3·68	0·60	1st half	178
0·28	1·51	1·14		1·41	0·46	1·11	3·38	0·69	1·47	0·45	1·95	0·82	4·35	0·61	2nd ,,	
0·2	1·01	2·02		0·94	1·93	1·42	1·29	0·92	1·96	1·31	1·49	0·43	3·83	0·20	1st half	179
1·3	1·70	1·32		2·19	2·45	1·75	3·67	1·17	1·90	1·62	2·17	1·01	4·48	0·81	2nd ,,	

Included with the 5′ 6″ gauge.

APPEN

Analysis of working of each railway

EXTRACT FROM TABLES PRINTED

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′6″									
		Number	1 (*a*)	2 (*a*) to (*f*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	8 (*a*) & (*b*)	9 (*a*) to (*g*).	10 (*a*) & (*b*)	11 (*a*)
		Calendar year 1906 by half years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.
	FROM APPENDIX I.											
180	Average number of locomotives on the line . . . *No.*	1st half	290	214	192	912	858	266	59	788	210	77
		2nd ,,	291	217	198	939	870	276	59	813	198	87
181	Average miles run per locomotive *per diem* . . *Miles.*	1st half	69·53	50·87	64·11	70·97	60·39	62·75	65·15	73·32	84·23	70·08
		2nd ,,	68·88	55·51	72·61	67·46	58·77	60·13	57·32	72·41	82·23	71·13
	lbs. coal per engine mile (coal burning engines)—											
182	Coaching . . . . *lbs.*	1st half		46·93					41·04			
		2nd ,,		48·15					39·25			
183	Goods . . . . ,,	1st half	55·68	46·58	25·47	51·66	50 00	50 32	52·38	48 38	48·69	35·47
		2nd ,,	54 16	49 80	26 64	50·27	50·00	50·85	50·91	48·17	45·27	40 64
184	Mixed . . . . ,,	1st half		51 01					48·79			
		2nd ,,		51 47					48·50			
	lbs. wood per engine-mile (wood burning engines)—											
185	Coaching . . . . *lbs.*	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
186	Goods . . . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
187	Mixed . . . . ,,	1st half	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...
	Average gross weight of trains—											
188	Coaching . . . *Tons*	1st half	192·00	178 90	213·69	225·27	181·12	162 33	118·24	244·86	184·77	119·54
		2nd ,,	203·25	178·29	227 20	238·22	178·53	149 08	126·11	244·93	175 09	137·10
189	Goods . . . . ,,	1st half	424·34	604·54	252 82	564 62	373·11	244·35	338·46	316 72	332·59	163·58
		2nd ,,	389·54	591·57	356·5	561·17	352·11	311·44	338·37	315·59	318·01	218·46
190	Mixed . . . . ,,	1st half	353·14	212·10	190 78	269·62	...	331 75	283·78	249 81	208·42	123·27
		2nd ,,	332 58	199 74	188·68	291·53	...	352·28	288·03	264 63	206·07	167·92
	Average through speed of trains—											
191	Coaching . *Miles per hour* . .	1st half	23·96	22·96	19·07	22·00	23·46	21 35	22 68	20·04	28·82	...
		2nd ,,	29·21	22·90	19·47	27·00	23·25	21·28	22·73	20·01	28·89	...
192	Goods . ,,	1st half	11·68	10·78	15·00	12 00	10·49	11·40	9·50	11 11	10·64	...
		2nd ,,	11·93	10·16	15·00	16·00	10 27	11·42	10·66	11·00	10 38	...
193	Mixed . ,,	1st half	17·38	15·78	14·30	18·00	15·98	10·93	14·55	14·66	16·21	13·14
		2nd ,,	17·63	16·56	14·30	17·10	15·75	10.85	14·05	14·30	17·74	13·13
	FROM APPENDIX II.											
194	Average mileage *per diem* of coaching vehicles, including brakes . . . *Miles*	1st half	106,256	96,649	76,789	3 8,630	286,818	94,417	16,232	345,364	112,032	33,150
		2nd ,,	112,926	98,659	79,474	323 458	293,822	95,326	13,293	366,769	109,036	36 272
195	Goods ditto ditto ,,	1st half	296,707	180,415	78,425	1 083,816	663,577	206,600	53,236	652,525	156,882	46,641
		2nd ,,	257,442	184,295	98,910	1,040,084	515,990	191,041	40,995	640,136	130,182	56,285
	FROM APPENDIX V.											
	Average age of sleepers—											
196	Wood . . . . *Years*	1st half	6·06	9·73	8·00	9·67	...	5·69	...	8·14	11·89	...
		2nd ,,	...	9·84	8·00	8 83	...	5·90	...	8·29	12·29	...
197	Iron . . . . ,,	1st half	10·66	13·91	11·50	9·51	...	32·98	...	12·08	14·95	...
		2nd ,,	...	14·35	11·50	...	...	33·22	...	12·38	15·38	...
	Percentage of removals—											
198	Wood . . . . *Per cent.*	1st half	2·02	3·76	4·28	2·71	5·66	2·24	...	2·68	0·25	3·10
		2nd ,,	...	3·79	3·04	3·03	4·36	4·50	...	2·73	0·31	3·53
199	Iron . . . . ,,	1st half	0·39	0·52	0·24	3·26	1·03	0·33	...	5·45	4·57	...
		2nd ,,	...	0·41	0·74	2·28	1·20	0·21	...	3·02	1·01	...

DIX 18—*concluded.*

***system during each half-year of 1906*—concld.**

IN APPENDICES TO THE ANALYSIS.,

do not prepare these statistics.

3' 3½"											2' 6"				GAUGE.	
12 (a) & (b)	14 (a) to (d)	15 (a)	3 (b) and (c)	8 (c)	18 (a) to (c)	2 (g) to (m)	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23 (a)	1 (b)	36 (a)	9 (h) & (i)	1 (c)	Number.	Serial number.
Bengal and North-Western.	Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Rajpur-Dhamtari.	Calendar year 1906 by half-years.	
235	29	247	152	50	48	448	44	235	237	3	20	24	27	4	1st half	180
265	26	252	150	50	51	443	43	243	237	3	21	15	26	4	2nd ,,	
71·42	72·05	69·59	58·21	63·81	81·87	58·92	62·76	58·62	66·86	165·27	51·90	17·18	47·60	43·75	1st half	181
62·46	61·57	68·43	64·49	50·60	73·16	55·51	61·09	57·62	59·25	...	52·45	33·06	55·76	43·59	2nd ,,	
				36·63											1st half	182
				34·35											2nd ,,	
				35·32											1st half	183
33·81	31·96	37·03	37·94	33·71	40·17	36·65	...	29·04	32·10	32·92	48·21	65·43	15·54	25·24	2nd ,,	
32·91	28·10	34·83	33·14	33·16	36·59	32·96	...	29·75	32·77	29·85	47·23	69·08	14·02	24·65	1st half	184
				33·09											2nd ,,	
...	...	...	...	...	...	...		...		...	...	...	...	...	1st half	185
...	...	...	...	...	...	...		...		...	...	...	...	...	2nd ,,	
...	...	...	...	...	...	...	90·90	...	31·72	...	...	...	...	...	1st half	186
...	...	...	...	...	...	...	91·91	...	32·61	...	...	...	...	...	2nd ,,	
...	...	...	...	...	...	...		...		...	...	...	...	...	1st half	187
...	...	...	...	...	...	...		...		...	...	...	...	...	2nd ,,	
173·78	94·71	142·95	114·53	*55·84	123·07	118·93	...	96·37	81·56	...	...	45·31	22·56	...	1st half	188
170·97	101·97	147·41	142·00	*47·09	91·69	112·36	...	87·69	78·43	...	...	50·00	16·63	...	2nd ,,	
200·15	189·98	189·63	256·63	186·99	80·35	260·01	...	166·69	197·25	...	180·96	53·09	36·65	99·43	1st half	189
196·63	198·81	179·46	211·22	181·42	107·25	257·47	...	168·61	173·86	...	180·42	50·00	18·26	59·64	2nd ,,	
186·88	146·79	177·23	154·23	153·85	111·41	136·53	...	162·36	161·25	182·99	176·32	...	33·62	81·77	1st half	190
173·18	134·49	176·52	150·41	142·96	106·83	134·05	...	163·20	156·05	155·87	150·53	...	48·78	67·62	2nd ,,	
17·00	20·65	18·75	19·28	...	...	17·97	...	18·00	18·05	...	...	10·00	...	...	1st half	191
17·00	20·65	18·75	19·28	...	...	17·65	18·40	18·00	18·15	...	...	10·00	...	...	2nd ,,	
9·50	11·26	10·03	11·16	11·01	13·92	9·46	9·64	9·50	7·27	...	9·69	10·00	8·78	...	1st half	192
9·50	11·26	9·71	11·16	11·01	10·72	9·62	9·99	9·50	7·36	...	9·69	10·00	8·83	...	2nd ,,	
12·20	13·62	12·85	15·00	13·08	10·72	14·41	13·55	12·00	12·35	14·76	11·33	...	9·71	10·37	1st half	193
12·20	13·62	13·13	15·00	13·52	13·92	14·38	13·33	12·00	12·32	14·76	11·33	...	9·68	10·21	2nd ,,	
147,591	22,539	116,997	68,223	15,864	32,161	203,190	20,702	129,207	98,188	2,492	9,112	1,680	4,950	874	1st half	194
146,562	22,337	117,861	70,467	15,241	33,872	216,460	22,533	130,630	94,979	2,197	5,119	1,743	5,823	781	2nd ,,	
220,075	23,191	211,387	85,845	37,001	50,685	422,013	27,400	133,452	206,374	1,547	11,534	1,589	5,365	1,939	1st half	195
213,301	13,651	199 931	81,797	23,816	44,377	341,584	21,185	141,394	160,884	1,018	6,573	1,679	5,381	1,341	2nd ,,	
8·86	12·97	11·33	11·00	...		8·00	10·79	12·64	11·00	...	2·45	...	4·17	6·27	1st half	196
9·48	13·16	11·74	10·50	...	12·50	8·50	10·85	13·78	11·00	...	...	...	4·59	...	2nd ,,	
...	15·96	10·34	14·50	...	13·00	19·50	...	16·91	18·00	...	...	...	3·87	...	1st half	197
...	16·45	10·85	14·00	...		20·00	...	17·11	19·50	...	...	...	4·22	...	2nd ,,	
...	4·51	3·35	3·45	...		3·41	...	4·83	2·49	...	...	...	0·31	1·62	1st half	198
1·70	2·33	2·41	2·71	...	0·09	3·26	3·83	2·16	3·22	...	...	...	0·36	...	2nd ,,	
...	0·17	...	0·58	...	0·12	...	...	0·15	1·28	...	...	...	4·47	...	1st half	199
...	0·05	...	0·47	...		0·31	...	0·66	2·39	...	...	...	...	...	2nd ,,	

* Of local trains only.

APPEN

Rolling-stock under different heads on each

Items.	GAUGE.	5′ 6″									3′ 3½″									
	NUMBER.	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	8 (a) & (b)	9 (a) to (g)	10 (a) & (b)	11	12 (a) & (b)	13 (a) & (b)	14 (a) to (d)	(a)	16	17 (a) & (b)	3 (b) & (c)	8 (c)	18 (a) to (c)
	Railway.	B. N.	B. B. & C. L.	E.B.S.	L. I.	G I P & I. M.	M.	N.G.S	N. W	O.&R.	A.B.	B. & N.W	B. D.	B.G. J. P.	B.	D.	D. S.	E. B. S.M.	H. G. V.	J. B.
	Engines.																			
1	Engines { Passenger ...	77	88	71	158	862	54	56	820	65	87	45	10	37	28	2	26	68	55	48
	Engines { Goods and mixed ...	214	132	129	788		218			140		226			231			82		
2	TOTAL ENGINES ...	291	220	200	946	862	272	61	820	205	87	271	10	37	259	2	26	150	55	48
	Coaching vehicles.																			
3	Saloons, Royal and State ...	...	...	...	4	...	2	14	8	...	4	3	..	...	2	...	...	3	3	3
4	Saloons, ordinary	2	13	18	...	...	...	...	...	...	...	13	4	2	9	...	...	18	...	1
5	Reserved carriages	16	9	2	48	7	12	6	65	23	...	4	...	7	30	...	...	...	8	...
6	Inspection carriages	1	...	...	...	1	9	...	...	1	8	...	1	...	...	...	...	...	...	5
7	Family carriages	...	...	...	...	8	4	2	...	2	...	...	...	5	1	...	...	...	...	...
8	First class carriages { 4-wheeled ...	26	2	15	87	92	38	...	82	40	1	40		8	27	...	...	14	8	7
	First class carriages { Bogie ...	...	1	...	2	6	...	9	...	...	...	...	2	...	...	...	...	4	...	...
9	Dining cars	1	...	...	2	12	...	...	1	3	2	3	:	...	1	..	...	...	...	4
10	Composite, first and second class. { 4-wheeled ...	46	16	50	64	87	68	12	103	56	4	40	1	4	38	...	10	52	11	20
	Composite, first and second class. { Bogie ...	2	23	12	39	38	...	...	23	10	18	8	6	3	15	...	...	2	2	...
11	Composite, first, second and third class { 4-wheeled ...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Composite, first, second and third class { Bogie ...	...	...	...	...	17	8	...	46	...	14	...		5	28	...	...	...	...	...
12	Other composite carriages ..	5	3	24	65	5	3	...	81	10	...	...	...	3	11	2	...	3	...	3
13	Second class ... { Bogie ...	...	13			1	...	...		...	...	...	...	...	...	...	...	3	...	...
	Second class ... { Ordinary ...	29	20	16	77	144	79	10	91	33	...	38	1	8	39	...	...	16	10	
14	Second class with postal accommodation.	...	...	...	...	22	...	...	...	...	...	...	..	5	...	...	...	...	...	...
15	Intermediate class { 4-wheeled ...	26	5	29	71	...	4	...	128	39	...	32	..	10	...	...	...	45	...	17
	Intermediate class { Ambulance	...	...	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Intermediate class { Bogie ...	...	12	...	17	.	...	...	5	...	...	...	..	4	...	...	...	2	...	...
16	Composite, intermediate and third class	15	...	38	39	...	7	...	89	31	...	70	1	...	...	...	...	40	...	3
17	Intermediate and postal carriages	3	5	6	...	..	...	...	13	..	...	...	2	...	...	..	.	3	...	...
18	Intermediate, third and postal carriages	1	...	3	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...
19	Lower class	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Third class carriages without brakes. { 4-wheeled ...	...	158	197	672	603	480	64	67	5	...	354	2	125	233	8	41	232	65	69
	Third class carriages without brakes. { Bogie ...	...	81	27	140	67	9	...	...	...	...	6	22	10	162	...	...	39	3	20
	Third class carriages without brakes. { Ambulance ...	...	15	...	9	16	57	...	174	...	...	...	.	...	54	...	...	...	...	...
21	Third class and postal vans ...	14	13	3	51	24	12	5	52	33	16	19	...	4	39	...	...	8	4	10
22	Third class carriages with brakes. { 4-wheeled ...	295	12	...	29	131	12	...	200	85	...	219	...	...	8	...	...	7	...	...
	Third class carriages with brakes. { Bogie ...	81	20	...	38	33	...	...	268	26	66	48	...	...	37	...	...	...	...	5
	Third class carriages with brakes. { Ambulance...	23	...	...	...	22	...	...	263	207	...	...	...	...	...	...	...	...	...	...
23	Brake-vans	227	175	105	772	708	251	49	464	159	15	195	15	41	170	2	27	105	40	32
24	Brake-vans with third class ...	81	...	25	...	13	42	...	99	7	65	...	...	...	43	...	...	...	...	...
25	Brake-vans fitted with postal compartment.	...	...	..	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Postal vans	...	...	1	18	9	9	...	10	...	...	...	...	...	5	...	...	3	...	...
27	Composite, postal and other carriages	...	...	...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	Prison vans	...	...	...	...	8	...	...	...	...	...	...	...	...	3	...	...	4	...	...
29	Carriage trucks	4	6	7	39	55	27	2	42	...	...	5	...	6	1	...	...	5	...	...
30	Horse boxes	16	18	20	75	114	56	10	142	48	16	30	1	5	37	...	3	10	10	12
31	Luggage vans	31	26	26	48	115	40	6	61	48	12	1	...	...	23	...	4	10	...	...
32	Produce Vendors' vans	...	...	16	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	Milk vans	...	...	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	Fish vans	...	...	31	...	...	...	...	...	...	3	...	...	...	...	...	2	23	...	...
35	Store, ice and stationery vans ...	...	...	...	1	...	...	...	18	...	...	...	...	...	...	...	...	...	...	...
36	Miscellaneous	11	...	9	...	...	...	...	2	4	1	...	...	...	22	...	2	13	...	...
37	TOTAL COACHING VEHICLES ...	956	646	719	2,495	2,375	1,129	189	2,552	860	266	1,128	63	355	1,033	12	89	664	164	217

DIX 22.

railway at close of the calendar year 1906.

3′ 3½″							2′ 6″																2′ 0″					Items.
19	6 (e) & (f)	2 (g) to (m)	(a) & (b)	21 (a) (f)	22 (a) to (j)	23	24	25	26	27	3 (b) & (d)	2 (n) & (o)	1 (b) & (e)	30	9 (h) & (i)	6 (g) & (h)	19	1 (c)	1 (d)	30 (e)	32	33	9 (j)	35	5 (g)	36	37	38	
M. B. W.	N. & S.C.	R.M.	R. & K.	S. I.	S. M.	U. C	B. B. L	B. L	B. B.	C.	E. B S.N.	G. D. & R.	G E.& R.D.	K. S.	K. T. & N. D	M.D & T.K	M. R. W.	M. B.	P. & L.	P. W. L.	B. P.	T B.	D. L.	D. H	G. L.	H A.	H. S.	J.	
3 2	18	145 393	48	83 165	42 195	1 2	3	7	3	3	2 13	11	6 23	24	30	6	4 1	3	3	5	5	3	7	17	15	11	4	7	1
5	18	448	48	248	237	3	3	7	3	3	15	11	29	24	30	6	5	3	3	5	5	3	7	17	15	11	4	7	2
...	1	5	...	3	6	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	2	...	...	...	3
...	...	2	...	3	...	...	...	...	...	...	2	3	...	...	...	...	3	...	...	...	...	...	...	3	2	...	...	...	4
...	...	...	4	...	12	...	1	1	...	...	...	...	2	4	3	...	...	...	...	...	...	...	...	...	...	1	...	...	5
...	...	13	2	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	1	...	...	...	6
3	...	...	...	3	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
3	...	108	6	15	44	...	...	...	1	1	...	1	...	12	3	...	...	2	...	...	...	...	...	18	...	...	...	...	8
...	2	...	6	...	...	...	...	...	...	...	...	6	...	1	...	...	...	...	...	...	...	...	...	1	1	...	...	...	
...	...	3	2	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
5	1	43	8	49	54	3	2	...	1	...	6	...	2	4	8	...	4	...	...	3	2	...	...	5	...	3	...	...	10
...	2	34	6	3	12	...	...	...	...	...	...	...	...	4	...	4	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	2	...	...	42	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3		...	...	...	...	4		
...	...	10	...	9	...	...	...	4	...	...	9	...	6	...	...	...	2	1	...	1	2	...	...	2	4	2	2	12
...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	2	13
3	...	87	6	28	37	1	...	...	...	...	...	...	...	10	...	...	4	...	...	...	...	...	...	23	3	...	...	...	
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	14
30	...	51	3	...	...	2	1	...	2	...	2	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	15	10	...	...	...	...	...	...	...	2	...	...	...	5	...	...	...	...	...	2	...	...	...	...	3	2	...	16
...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	7	...	...	...	...	...	11	19
...	...	509	42	511	210	11	15	2	11	...	25	6	14	...	22	...	15	...	...	10	11	...	...	41	...	58	14	...	
...	26	200	26	...	53	...	...	24	...	1	...	22	...	...	...	10	13	3	...	...	...	...	...	...	...	...	...	...	20
...	...	5	20	15	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28	...	...	...	...	
...	...	32	2	28	39	1	1	...	1	...	2	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	21
...	...	98	8	...	237	3	...	...	...	...	...	...	...	30	9	...	...	...	...	...	3	...	...	...	14	...	...	...	
...	..	47	...	146	19	...	..	2	..	...	...	...	32	3	6	...	...	...	...	...	...	...	...	...	...	...	...	...	22
..	...	...	9	...	2	.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
6	10	276	4	84	45	3	..	...	3	1	7	11	3	18	14	...	6	...	3	...	3	..	...	...	4	7	1	...	23
...	4	...	2	45	180	...	3	...	...	...	7	...	15	...	1	7	...	...	...	4	1	...	..	...	6	2	1	...	24
...	...	...	28	6	...	...	...	...	...	...	...	...	...		...	...	...	2	...	..	.	3	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	26
...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	..	...	...	...	..	...	...	...	...	27
...	...	5	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	28
...	3	38	...	5	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
2	3	82	10	30	47	1	...	...	...	...	...	2	2	...	...	...	2	...	...	...	...	...	...	...	5	...	...	...	30
...	...	27	...	81	22	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	1	...	10	10	...	...	...	...	...	1	...	...	...	6	...	...	...	...	...	...	...	3	2	...	...	...	...	36
55	87	1,703	227	1,131	1,056	26	23	33	19	3	63	51	76	92	89	21	53	9	8	18	23	15	...	99	73	78	20	22	37

Rolling-stock under different heads on each

Items.	GAUGE.	5′ 6″									3′ 3½″									
	NUMBER.	1 (a)	2 (a) to (f)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	8 (a) & (b)	9 (a) to (g)	10 (a) & (b)	11	12 (a) & (b)	13 (a) & (b)	14 (a) to (d)	15 (a)	16	17 (a) & (b)	3 (b) & (c)	8 (c)	18 (a) to (c)
	Railway.	B. N.	B.B. & W.I.	E.B.S.	E. I.	G.I.P. & I.M.	M.	N.G.S.	N. W.	O.&R.	A. B.	B. & N.W.	B D.	B. G. J. P.	B.	D	D.S.	E. B. & M.	H. G. V.	J. B.
	Goods vehicles.																			
38	Covered goods wagons, bogie. { Ordinary	...	...	...	...	...	...	...	...	2,151	100	200	...	...	625	...	...	340	...	6
	{ Military	...	...	...	...	...	...	...	474	2,738	...	...	...	...	75	...	...	...	...	...
39	Covered goods wagons, 4-wheeled. { Ordinary	2,498	1,313	1,994	8,391	7,686	928	59	2,507	...	1,813	5,310	263	153	2,760	4	223	2,235	403	646
	{ Military	1,278	1,404	1,382	...	...	1,917	102	6,195	...	...	...	...	145	20	...	...	458	100	...
40	High-sided wagons, bogie	...	...	...	...	50	...	10	...	...	25	...	...	...	16	...	...	...	2	...
41	High-sided wagons, 4-wheeled	...	1,003	1	2,110	3,578	1,320	799	1,112	...	127	...	...	...	60	...	744	...	277	...
42	Medium-sided wagons, bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	310	...	...	...	...	...
43	Medium-sided wagons, 4-wheeled	290	443	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...
44	Low-sided wagons, bogie. { Ordinary	...	...	...	...	...	...	...	102	162	...	28	...	20	115	...	...	54	...	152
	{ Military	...	95	...	...	...	...	...	140	374	...	...	...	...	...	...	...	...	...	...
45	Low-sided wagons, 4-wheeled. { Ordinary	190	102	109	6,675	305	...	...	481	...	300	467	66	565	...	...	70	235	...	142
	{ Military	156	85	367	...	...	229	...	1,241	...	...	...	...	...	286	..	...	228	...	...
46	Coal or coke wagons	2,993	100	...	1,357	...	30	...	...	110	...	...	...	...	...	...	...	...	...	...
47	Cattle wagons	...	...	1	7	...	1	...	24	...	4	...	...	6	166	...	...	...	...	35
48	Accident vans	14	14	13	70	39	18	...	...	...	5	...	1	...	14	...	...	8	...	...
49	Platform wagons	...	...	...	43	...	3	...	...	...	...	2	...	...	...	...	...	3	...	..
50	Powder vans	6	6	5	31	24	9	...	50	8	3	1	...	2	12	...	1	2	...	1
51	Timber trucks	36	20	16	...	191	215	10	49	...	35	279	14	22	95	...	54	114	20	...
52	Bolster trucks { Double	...	...	...	...	...	...	...	...	...	...	...	...	...	137	.	...	...	...	...
	{ Single	14	...	74	...	50	...	...	271	...	16	...	...	...	150	...	.	...	...	...
53	Ballast wagons	76	480	36	...	126	150	64	...	...	50	...	.	74	246	...	...	50	83	...
54	Travelling oil tanks	31	20	28	69	31	45	...	51	12	3	6	...	2	2	...	...	14	1	...
55	Travelling water tanks	...	25	8	...	11	10	3	72	1	...	...	...	1	29	...	...	...	1	10
56	Travelling gas holders	8	8	2	3	17	12	2	15	8	8	...	...	...	...	...	...	4	2	...
57	Travelling cranes	11	4	7	31	57	15	2	52	17	15	19	3	2	30	...	2	13	2	..
58	Miscellaneous	31	8	16	8	1	16	7	16	7	12	9	1	56	98	...	...	20	6	...
59	TOTAL GOODS VEHICLES	7,632	5,130	4 059	18,775	12,166	4,918	1,058	12,852	5,583	2,016	6,321	343	1,048	5,260	10	1,094	3,778	897	992
	LOWER CLASS CARRIAGES FITTED																			
	Intermediate class	...	18	7	54	..	...	...	...	...	...	...	...	14	...	...	...	...	...	20
	Composite, intermediate & 3rd class.	...	1	19	50	...	..	...	...	...	...	...	...	...	5	...	...	22	...	24
	Third class	40	94	4	256	100	81	...	...	19	19	...	3	39	52	...	...	...	...	88
60	TOTAL	40	113	30	360	100	81	...	...	19	19	...	3	53	57	...	...	22	...	132
	LOWER CLASS CARRIAGES PROVIDED WITH LATRINE																			
	Intermediate class	26	18	14	64	...	4	...	133	37	45	...	3	14	...	...	...	45	...	20
	Composite, intermediate & 3rd class.	34	1	31	60	57	64	...	96	21	...	...	...	...	33	...	..	40	...	24
	Third class	69	94	72	274	114	94	64	562	191	44	...	3	39	72	...	12	257	68	88
61	TOTAL	129	113	117	398	171	162	64	791	249	89	...	6	53	105	...	12	342	68	132

DIX 22—*concld.*

railway at close of the calendar year 1906.

	4′ 8½″						2′ 6″																2′ 0″						
	19	6(e) & f)	2 (g) to (m)	20(a) & (b)	21(a) to (f)	22(a) to (j)	23	24	25	26	27	3 (b) & (d)	2 (n) & (o)	1 (b) & (e)	30	9 (h) & (j)	6 (g) & (h)	19	1 (c)	1 (d)	20 c)	32	33	2 (j)	35	5 (g)	36	37	38	Items.
	M. R W	N & S C	R. M.	R. & K	S. I.	S M.	U. C.	B. B. L.	B. L.	B. B	C.	M.B. S.N.	G. D. & R.	J. & E. & B.D.	K. S	K T. & N. D	M.D & T.K.	M. R. W.	M. B.	P. L. E	P. W. L.	B. P	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J	
	...	75	471	345	75	85	...	...	27	...	...	...	...	150	20	49	24	10	2	2	1	...	...	...	...	...	...	42	38
	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	..	...	...	...	...	...	...	...	
	29	...	3,579	769	2,055	3,526	25	6	..	14	...	103	38	20	79	25	...	10	2	...	57	20	30	...	49	...	14	4	...	39
	...	...	1,101	...	260	193	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80	...	...	...	
	15	48	...	...	22	57	...	...	5	2	...	...	...	...	...	13	24	9	...	...	..	...	..	...	...	2	10	22	40	
	25	...	134	...	789	170	...	...	...	6	14	...	...	...	25	19	...	...	...	...	...	...	12	...	184	43	4	4	...	41
	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	6	...	...	...	...	...	...	...	...	...	...	42
	...	...	150	...	...	140	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	43
	...	...	237	30	20	...	...	...	59	...	4	...	96	30	...	...	...	38	...	12	...	...	...	...	...	...	...	...	4	44
	...	7	953	...	...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	
	...	...	13	143	...	438	10	19	...	12	...	40	73	30	30	4	...	...	...	2	3	21	6	...	7	...	4	...	3	45
	...	...	1,200	...	...	...	...	...	...	...	...	...	...	...	...	69	...	...	...	...	...	...	...	...	...	10	...	...	...	
	...	...	...	...	...	350	..	...	...	...	...	...	...	65	...	69	...	...	...	...	...	...	...	326	...	...	...	...	...	46
	...	...	...	...	6	28	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	47
	1	...	16	6	...	13	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	48
	...	...	...	...	4	45	...	...	...	...	...	1	...	...	1	7	...	...	...	...	...	...	2	...	...	...	...	...	...	49
	...	1	35	2	7	13	...	...	...	...	...	...	1	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	50
	...	8	79	76	33	127	...	...	...	...	...	24	...	23	4	...	...	...	...	...	2	...	...	...	6	...	...	...	5	51
	...	...	...	...	38	30	...	...	...	...	...	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	52
	..		...	...	...	65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	
	..	22	...	...	522	...	..	...	2	...	...	...	...	...	..	150	...	...	...	...	...	...	...	...	...	100	...	...	...	53
	...	4	21	...	24	8	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	54
	...	...	...	...	23	8	...	...	...	...	...	2	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	55
	...	...	...	...	...	25	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	56
	...	...	27	10	8	21	...	..	1	...	..	...	...	...	1	...	...	..	..	...	...	...	...	...	...	...	...	...	...	57
	...	...	1	...	5	20	..	...	...	...	...	...	2	...	...	...	...	...	...	...	8	...	...	...	8	...	...	...	...	58
	70	171	9,107	1,881	3,891	5,362	35	25	94	34	18	280	210	340	161	431	48	68	12	16	71	41	50	326	254	237	32	8	76	59

WITH CLOSETS FOR FEMALES.

...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	16	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	22	...	29	55	63	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	22	...	45	55	63	17	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	60

ACCOMMODATION, INCLUDING (ITEM 60) CARRIAGES FITTED WITH CLOSETS FOR FEMALES.

5	...	51	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	5	81	16	26	...	...	...	4	...	...	2	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	
...	22	219	29	117	121	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	
5	27	351	45	143	121	17	...	4	...	...	2	...	...	...	...	...	4	...	...	...	...	...	...	...	4	...	...	...	...	61

Number of, outlay on, and

Progressive No.		GAUGE.	5′ 6′						
		NUMBER.	1 (*g*).	2 (*a*) to (*f*).	3 (*a*).	4 (*a*) to (*d*)	5 (*a*) to (*f*).	6 (*a*) to (*d*).	8 (*a*) & (*b*).
		Particulars.	B. N.	B. B. & C. I.	E. B. S.	E. I.	G. I. P.	M.	N. G. S.
		ENGINES.							
		(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines.)							
1	Passenger engines	Number at close of 1905	77	87	71	150	...	54	5
2		Number added in 1906	...	1	...	8	...	...	...
3		Number at close of 1906	**77**	**88**	**71**	**158**	...	**54**	**5**
4	Goods and mixed engines	Number at close of 1905	214	132	115	802	823	212	56
5		Number added in 1906	...	...	14	—14	39	6	...
6		Number at close of 1906	**214**	**132**	**129**	**788**	**862**	**218**	**56**
7	Total number of locomotives on the 31st December		291	220	200	946	862	272	61
8	Number per mile of line open of all classes		0·17	0·25	0·40	0·39	0·31	0·19	0·17
9	Average mileage run by each *per annum*.	Passenger	29,035	25,152	28,748	37,559	26,685	32,144	18,692
10		Goods	17,974	11,297	21,943	22,126	17,854	18,848	20,772
11		All classes	25,163	20,251	21,359	24,703	20,562	21,480	20,602
12	Average mileage run by each *per diem*.	Passenger	80	69	79	103	73	88	51
13		Goods	49	31	60	60	49	55	57
14		All classes	69	55	67	68	56	62	56
15	Ton-mileage hauled per engine, in thousands of tons		7,984	6,756	5,344	8,920	6,240	6,097	6,439
16	Average under repairs or renewals at any one time		58	39	22	105	175	64	10
17	Total value, in thousands of rupees		1,47.92	...	...	...	3,08,58	...	24,29
18	Total value per mile of line open		8,729	...	...	...	10,967	...	6,849
		COACHING STOCK.							
		(In the table below where the value of coaching stock is not shown it is included with that of Goods.)							
19	Number per mile of line open.	Number at close of 1905	911	634	712	2,375	2,288	1,212	188
20		Number added in 1906	45	12	7	120	87	17	1
21		Number at close of 1906	**956**	**646**	**719**	**2,495**	**2,375**	**1,229**	**189**
22		1st class	0·04	0·05	0·13	0·08	0·07	0·07	0·11
23		2nd class	0·03	0·07	0·10	0·05	0·08	0·08	0·05
24		Intermediate class	0·02	0·03	0·16	0·06	...	0·01	...
25		3rd class	0·26	0·36	0·60	0·43	0·31	0·39	0·19
26		All other classes	0·19	0·27	0·45	0·41	0·38	0·29	0·19
27		Total of all classes	0·54	0·78	1·44	1·03	0·84	0·84	0·54
28	Average mileage run by each *per annum*.	1st class	38,831	...	35,897	62,577	62,463	30,606	...
29		2nd class	43,973	...	46,549	77,482	55,060	30,103	...
30		Intermediate class	73,023	...	48,220	87,635	...	51,446	...
31		3rd class	42,797	...	47,881	67,580	63,141	37,295	...
32		All other classes	38,182	...	30,542	36,063	24,324	31,731	...
33		Total of all classes	42,393	57,183	41,308	56,208	44,622	34,191	41,368
34	Average mileage run by each *per diem*		116	157	113	154	122	94	113
35	Freight ton-mileage per vehicle, in thousands of tons		39	59	31	50	39	32	30
36	Average under repairs or renewals at any one time		132	82	57	378	268	50	17
37	Total value, in thousands of rupees		76,84	...	...	...	1,28,78	...	7,38
38	Total value per mile of line open		4,505	...	...	...	4,575	...	2,052
		GOODS STOCK.							
39	Number per mile of line open.	Covered wagons	3,776	2,717	3,315	8,248	7,546	2,900	161
40		Open ,,	3,173	2,281	509	9,032	4,039	1,762	759
41		Timber trucks, including bolster trucks	50	20	125	...	341	185	10
42		All other classes	81	87	104	215	178	71	78
43		Total of all classes	7,379	5,105	4,053	17,495	12,004	4,918	1,008
44	Number added in 1906	Covered wagons	...	...	61	143	146	...	...
45		Open ,,	253	27	—26	1,110	20	...	50
46		Timber trucks, including bolster trucks	...	...	—35	...	...	...	..
47		All other classes	...	—2	6	27	2	...	...
48		Total of all classes	253	25	6	1,280	162	...	50
49	Number at close of 1906	Covered wagons	3,776	2,717	3,376	8,391	7,686	2,900	161
50		Open ,,	3,725	2,308	483	10,142	4,059	1,762	809
51		Timber trucks, including bolster trucks	50	20	90	...	241	185	10
52		All other classes	81	85	110	242	180	71	78
53		Total of all classes	7,632	5,150	4,059	18,775	12,166	4,918	1,058
54	Number of all classes per mile of line open		4·31	5·90	8·15	7·73	4·30	3·35	3·01
55	Average mileage run by each *per annum*		18,388	11,791	7,815	18,528	17,676	12,675	19,292
56	Average mileage run by each *per diem*		50	32	21	51	48	35	53
57	Average tare in tons	Covered wagons	8·23	6·94	7·70	7·32	7·62	7·50	7·36
58		Open ,,	8·31	6·56	7·43	6·73	6·86	6·61	6·89
59	Average carrying capacity in tons.	Covered wagons	15·07	14·44	13·05	15·11	14·74	14·37	13·93
60		Open ,,	16·99	14·33	15·95	15·06	14·39	13·90	16·99
61	Average load of a goods vehicle, loaded and empty, per mile		7·11	7·02	7·85	7·37	6·70	5·69	7·18
62	Freight ton-mileage per vehicle, in thousands of tons.		89	60	60	142	109	78	107
63	Average under repairs or renewals at any one time		236	233	224	791	771	196	48
64	Total value, in thousands of rupees		2,17,29	...	...	...	2,64,74	...	24,53
65	Total value per mile of line open		12,823	...	...	...	9,409	...	6,915
66	Grand total value of rolling-stock, in thousands of rupees		4,41,55	2,42,70	2,17,40	12,46,74	7,02,05	2,79,86	56,20
67	Grand total value of rolling-stock per mile of line open		26,065	27,928	43,658	51,348	24,948	19,077	15,966

DIX 23.

work done by, Rolling-stock.

5′6″	3′3½″															
9 (a) to (g)	10 (a) & (b)	11	12 (a) & (b)	13 (a) & (b)	14 (a)to(d)	15 (a)	16	17 (a) & (b)	3 (b) & (c)	8 (c)	18 (a) to (c)	19	6 (e) & (f)	2 (g)to(m)	Progressive No.
N. W.	O. & E.	A. B.	B.&N.W.	B. D.	B.G.J.P.	B.	D.	D. S.	E.B.S.M.	H. G. V.	J. B.	M.R.W.	N.& S. C.	E. M.	

ENGINES.

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines.)

...	65	...	35	...	...	28	...	...	63	...	...	3	6	145	1
...	...	...	10	...	...	...	...	...	5	...	...	...	—6	...	2
...	65	...	45	...	...	28	...	...	68	...	...	3	...	145	3
756	140	77	205	10	87	223	2	22	74	55	48	1	12	303	4
64	...	10	21	...	...	8	...	4	8	...	...	1	6	...	5
820	140	87	226	10	37	231	2	26	82	55	48	2	18	303	6
820	205	87	271	10	37	259	2	26	150	55	48	5	18	448	7
0·20	0·16	0·11	0·17	0·06	0·08	0·19	0·40	0·30	0·23	0·14	0 06	0·07	0·22	0·21	8
...	43,982	...	16,313	...	...	31,930	...	...	25,157	...	...	14,120	...	24,812	9
...	14,275	...	18,823	...	...	18,387	...	...	19,385	...	...	11,771	...	18,996	10
25,964	29,854	24,019	22,448	26,344	18,186	23,875	20,292	15,799	21,947	18,963	29,120	13,417	12,725	20,878	11
...	134	...	45	...	...	35	...	...	69	...	...	39	...	68	12
...	39	...	51	...	...	50	...	...	53	...	...	32	...	52	13
71	82	66	61	72	50	65	56	43	60	52	80	37	36	57	14
7,627	7,618	3,808	4,138	...	2,949	4	...	...	3,479	3,286	5,635	...	1,334	4,175	15
...	28	6	29	...	1	18	...	4	30	7	7	1	2	52	16
3,07,50	69,61	...	81,47	2,70	7,56	73,12	...	...	...	16,65	13,98	1,54	457	...	17
9,135	5,236	...	5,270	1,765	1,681	5,456	...	...	...	4,257	1,666	2,079	5,595	...	18

COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of Goods.)

2,399	853	259	1,029	63	255	985	12	84	681	164	217	55	52	1,679	19
153	7	7	99	...	...	53	...	5	—17	...	...	...	5	24	20
2,552	860	266	1,128	63	255	1,038	12	89	664	164	217	55	57	1,703	21
0·04	0·08	0·14	0·05	...	0 06	0·07	...	0·13	0·08	0·07	0·04	0·14	0·08	...	22
0·04	0·05	0·02	0·04	...	0·04	0·06	...		0·06	0 04	0·02	0·02	0·03	...	23
0·04	0·04	0·02	0·04	...	0·03	...	...	...	0·09	...	0·02	0·41	...	...	24
0·26	0·23	0·13	0·41	...	0 30	0·42	...	0·53	0·41	0·18	0·12	...	0 33	...	25
0·23	0·20	0·13	0·15	...	0·13	0·22	...	0·48	0·22	0·13	0·06	0·11	0 26	...	26
0·61	0 65	0·34	0·69	0·41	0·56	0·77	2·40	1·14	0·86	0·42	0·26	0·74	0·70	0·83	27
57,913	5,277	35,284	52,273	...	...	24,512	...	...	...	...	...	...	15,430	...	28
54,468	3,281	32,646	62,419	...	...	30,942	...	...	...	...	...	...	31,486	...	29
59,445	3,023	31,170	81,280	...	...	...	...	...	...	...	...	...	...	...	30
64,194	18,854	33,765	43,075	...	...	35,425	...	...	...	...	...	...	18,371	...	31
38,634	13,526	23,569	42,224	...	...	30,652	...	...	...	...	...	...	16,478	...	32
51,895	44,061	32,328	55,791	...	32,060	32,686	...	...	39,306	41,827	57,084	...	18,010	47,576	33
141	121	89	153	...	88	90	...	...	108	115	156	...	49	131	34
41	38	25	32	...	22	26	...	...	27	33	35	...	20	32	35
224	87	27	66	10	25	112	...	9	79	11	13	8	1	144	36
1,89,18	...	...	...	...	8,08	58,82	...	...	...	8,76	...	1,66	...	...	37
5,620	...	...	...	...	1,774	4,389	...	...	...	2,238	...	2,252	...	...	38

GOODS STOCK.

8,182	4,881	1,225	5,954	263	298	3,690	4	223	2,834	403	602	29	79	5,153	39
2,917	...	439		66	705	9 13	6	814	351	382	295	25	83	2,677	40
320	646	62	279	14	22	398	...	50	114	20	...	...	8	79	41
253	49	87	37	5	23	164	...	2	58	12	44	1	...	100	42
11,642	5,579	1,813	6,270	348	1,043	5,155	10	1,089	3,557	817	941	55	170	8,009	43
1,044	...	188	51	...	...	—41	...	...	199	100	50	...	1	—2	44
159	...	29		...	...	130	...	...	16	—20	—1	15	...	...	45
...	...	—27	...	...	...	4	...	4					...	...	46
37	4	13	...	...	...	15	...	1	6	...	2	...	...	...	47
1,230	4	203	51	...	...	105	...	5	221	80	51	15	1	2	48
9,176	4,884	1,413	6,005	263	298	3,646	4	223	3,033	503	652	29	80	5,151	49
3,076	..	468		66	705	1,033	6	814	567	362	294	40	83	2,677	50
320	646	35	279	14	22	402	...	54	114	20	...	...	8	79	51
280	53	100	37	5	23	179	...	3	64	12	46	1	...	100	52
12,852	5,583	2,016	6,321	348	1,048	5,260	10	1,094	3,778	897	992	70	171	8,007	53
3·08	4.22	2·62	3·88	2·27	2·30	3·92	2·00	12 71	4·90	2 29	1·19	0·94	2·09	3 92	54
18,549	11,176	7,452	11,051	...	6,200	11,636	...	...	7,328	11,032	16,762	...	3,668	16,617	55
51	31	20	30	...	17	32	...	...	20	30	46	...	10	45	56
7·56	7·22	4 81	3·82	...	3·72	4 62	...	...	5·11	4·37	3·74	4·75	8·28	4·09	57
7·15	...	3 38		...	3·13	3 61	...	...	3 48	4·04	4·75	5·61	6·58	4 32	58
17 38	12·40	10·22	10·34	...	7·35	9·84	...	...	9·37	10·96	10·66	7·50	17·92	9·62	59
14·31	...	7·23		...	7·44	8·41	...	...	7 37	11·05	13·29	11·80	15·61	12·45	60
8·28	5·90	4·77	3·97	...	2·86	3·58	...	...	4 36	4·19	4 10	...	4·42	4·15	61
158	66	43	43	...	18	48	...	...	35	46	72	...	17	70	62
459	154	39	301	13	23	460	...	17	189	31	18	...	1	249	63
3,55,52	1,67,70	...	1,48,91	9,33	12,53	90,80	...	...	...	14,76	27,97	2,25	10 27	...	64
10,562	12,665	...	9,632	3,099	2,751	6,775	...	...	...	3,768	3,357	3,043	12,569	...	65
8,52,20	2,27,31	90,93	2,30,38	12,03	28,17	2,22,71	Information not available	24,17	1,89,23	40,17	41,85	5.45	14,84	2,57,14	66
20,497	19,061	11,794	14,902	7,863	6,191	16,622		31,390	16,072	10,274	5,021	7,365	18,098	12,605	67

Number of, outlay on, and

Progressive No.	GAUGE.	3′ 3⅜″				2′ 6″					
	NUMBER.	20 (a) & (b)	21 (a) to (f)	22 (a) to (j)	23	24	25	26	27	3 (b) & (d)	2 (n) & (o)
	Particulars.	B. & K.	S. I.	S. M.	U. C.	B. B. L.	B. L.	B. B.	C.	E. B. S N.	G D. & B.

ENGINES.

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines.)

1	Passenger engines.	Number at close of 1905	...	73	42	1	...	...	...	...	2	...
2		Number added in 1906	...	10	...	...	...	...	...	...	...	...
3		Number at close of 1906	...	83	42	1	...	...	...	...	2	...
4	Goods and mixed engines	Number at close of 1905	40	155	195	2	3	7	3	2	13	11
5		Number added in 1906	8	10	...	...	...	...	...	1	...	...
6		Number at close of 1906	48	165	195	2	3	7	3	3	13	11
7	Total number of locomotives on the 31st December		48	218	237	3	3	7	3	3	15	11
8	Number per mile of line open of all classes		0·14	0·18	0·14	0·04	0·12	0·09	0·16	0·25	0·17	0·08
9	Average mileage run by each engine per annum.	Passenger	7,927	27,966	26,946	...	...	...	...	...	...	...
10		Goods	8,161	14,224	19,093	...	...	...	...	...	...	...
11		All classes	4,150	20,656	23,002	12,475	17,212	38,687	10,404	5,403	13,724	13,208
12	Average mileage run by each engine per diem.	Passenger	22	77	74	...	...	...	...	...	...	...
13		Goods	22	39	52	...	...	...	...	...	...	...
14		All classes	11	56	63	53	47	106	28	15	38	36
15	Ton-mileage hauled per engine, in thousands of tons		3,646	8,596	3,821	3,814	...	...	...	72	...	...
16	Average under repairs or renewals at any one time		7	34	41	1	...	1	...	1	3	2
17	Total value, in thousands of rupees		12,79	...	57,34	95	77	...	7	27	...	1.44
18	Total value per mile of line open		3,603	...	3,819	1,384	2,941	...	3,786	2,371	...	1,094

COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of Goods.)

19	Number at close of 1905		184	1,099	1,053	26	13	7	24	3	63	54
20	Number added in 1906		43	32	3	...	10	26	—5	...	...	—3
21	Number at close of 1906		227	1,131	1,056	26	23	33	19	3	63	51
22	Number per mile of line open.	1st class	0·08	0·07	0·05	0·04	...	...	...	0·08	...	...
23		2nd class	0·04	0·05	0·04	0·03	...	...	...	...	...	...
24		Intermediate class	0·03	...	...	0·03	...	...	...	...	...	...
25		3rd class	0·33	0·53	0·32	0·22	...	0·36	...	...	...	...
26		All other classes	0·16	0·18	0·20	0·16	...	0·06	...	0·08	...	...
27		Total of all classes	0·64	0·83	0·61	0·37	0·88	0·42	1·00	0·24	0·71	0·39
28	Average mileage run by each per annum	1st class	...	35,702	...	...	...	...	...	6,500	...	...
29		2nd class	...	41,784	...	...	...	...	...	...	...	...
30		Intermediate class	...	...	...	...	...	...	...	...	...	...
31		3rd class	...	47,739	...	...	...	...	...	6,500	...	...
32		All other classes	...	37,170	...	...	...	...	...	6,5 0	...	...
33		Total of all classes	36,142	44,071	32,742	32,901	...	16,801	...	6,500	...	...
34	Average mileage run by each per diem		99	121	90	90	...	46	...	23	...	...
35	Freight ton-mileage per vehicle, in thousands of tons		22	38	20	10	...	...	...	...	...	...
36	Average under repairs or renewals at any one time		22	83	48	2	...	1	...	...	9	...
37	Total value, in thousands of rupees		...	...	...	...	...	...	...	1	...	1,29
38	Total value per mile of line open		...	...	...	...	...	...	...	77	...	981

GOODS STOCK.

39	Number at close of 1905.	Covered wagons	1,015	2,281	3,700	25	6	7	14	...	103	55
40		Open ,,	113	1,393	1,044	10	19	15	2	18	41	152
41		Timber trucks, including bolster trucks	76	71	267	...	...	39	...	...	132	...
42		All other classes	15	8	267	...	...	1	12	...	3	...
43		Total of all classes	1,219	3,753	5,278	35	25	62	28	18	279	2
44	Number added in 1906.	Covered wagons	99	150	162	...	...	20	...	...	...	209
45		Open ,,	60	—12	—24	...	...	51	18	...	...	—17
46		Timber trucks, including bolster trucks	...	...	...	...	...	—39	...	...	—1	17
47		All other classes	3	...	6	...	...	...	...	...	2	...
48		Total of all classes	162	138	144	...	...	32	6	...	...	1
49	Number at close of 1906.	Covered wagons	1,114	2,431	3,862	25	6	27	14	...	1	1
50		Open ,,	173	1,381	1,020	10	19	66	20	...	103	38
51		Timber trucks, including bolster trucks	76	71	267	...	...	...	...	18	40	169
52		All other classes	18	8	213	...	...	1	...	...	134	...
53		Total of all classes	1,381	3,891	5,362	35	25	94	34	18	3	3
54	Number of all classes per mile of line open		3·88	2·87	3·20	0·50	0·96	1·21	1·79	1 54	3·15	1·59
55	Average mileage run by each per annum		9,218	11,858	11,808	13,734	...	1,928	...	2,709	...	...
56	Average mileage run by each per diem		25	32	32	38	...	5	...	15	...	...
57	Average tare in tons.	Covered wagons	4·12	4·44	4·02	4·02	...	5 90	...	...	...	...
58		Open ,,	3·57	3·79	3·27	3·22	...	4·19	...	1·93	...	...
59	Average carrying capacity in tons	Covered wagons	12·79	7·94	7 95	7·40	...	14·10	...	...	...	...
60		Open ,,	10·60	7·43	6·95	6·29	...	15·90	...	3·88	...	...
61	Average load of a goods vehicle, loaded and empty, per mile		4·42	3·68	3·71	2·50	...	7·50	...	0·42	...	...
62	Freight ton-mileage per vehicle, in thousands of tons		27	45	42	33	...	...	...	128	...	...
63	Average under repairs or renewals at any one time		32	216	182	1	...	...	...	...	...	...
64	Total value, in thousands of rupees		34,66	...	1,12,47	1,77	1,54	...	1·86	1	14	...
65	Total value per mile of line open		9,767,	...	6,610	2,500	5,938	...	1,030	12 1,002	...	1.48
66	Grand total value of rolling-stock, in thousands of rupees		47,45	1,69,29	1,69,81	2.72	2 31	9,83	2,56	40	Included with E.B.S. Ry. 3 ⅜″ gauge	1,121
67	Grand total value of rolling-stock per mile of line open		13,566	12,448	9,633	4,060	8,885	12,603	14,222	3,333		4,21 3,189

DIX 23—*concluded.*

work done by Rolling-stock.

2′ 6″										2′ 0″						Progressive No.
1 (*b*) & (*e*).	30	9 (*b*) & (*i*).	6 (*g*) & (*h*).	19	¼ (*e*).	1 (*d*).	20 (*c*).	32	33	9 (*j*).	35	5 (*g*).	36	37	38	
J. G. E. & R. D.	K. S.	K. K. T. & N. D.	M. D. & T. K.	M. R. W.	M. B.	P. L. L.	P. W. L.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	

ENGINES.

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines.)

...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	1
6	...	...	...	—1	...	...	...	...	...	...	...	...	...	...	...	2
6	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	3
19	24	30	3	1	3	3	5	4	3	7	18	15	7	4	7	4
4	...	...	3	...	...	...	...	1	...	...	—1	...	4	...	...	5
23	24	30	6	1	3	3	5	5	3	7	17	15	11	4	7	6
23	24	30	6	5	3	3	5	5	3	7	17	15	11	4	7	7
0·10	0·40	0·23	0·14	0·24	0·09	0·12	0·13	0·15	0·15	1·13	0·33	0·08	0·30	0·20	0·22	8
...	...	...	...	5,189	...	...	...	...	...	...	...	...	...	...	...	9
...	...	...	...	7,330	...	...	...	...	...	...	...	...	...	...	...	10
1,3842	6,797	16,515	16,700	5,674	9,256	6,652	13,128	19,782	...	...	18,723	10,510	13,744	8,908	...	11
...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	20	...	...	...	...	...	...	...	...	...	...	...	13
42	19	45	47	16	25	18	36	54	...	...	38	29	38	24	...	14
2,368	514	791	...	...	659	433	...	...	...	...	...	...	...	...	...	15
1	5	...	...	1	...	1	1	1	1	...	2	2	...	...	...	16
...	6,76	7,08	2,04	94	69	76	...	88	...	...	3,09	...	2,63	65	...	17
...	11,366	5,364	4,652	4,569	2,128	3,081	...	2,640	...	...	6,058	...	7,107	3,250	...	18

COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of Goods.)

56	78	80	11	53	9	8	18	25	14	9	97	63	66	20	22	19
20	14	...	10	...	...	...	...	...	1	—9	2	10	12	...	...	20
76	92	80	21	53	9	8	18	25	15	...	99	73	78	20	22	21
0·02	0·35	0·05	0·05	0·34	0·06	0·04	0·05	0·07	0·15	...	0·48	...	...	...	...	22
0·01	0·25	0·03	0·04	0·39	0·04	0·02	0·05	0·04	...	...	0·54	...	...	...	...	23
...	...	0·02	...	...	0·02	...	...	0·08	...	...	...	...	...	...	...	24
0·19	0·64	0·30	0·23	1·45	0·10	0·14	0·33	0·45	0·45	..	0·80	...	...	...	...	25
0·03	0·30	0·20	0·16	0·38	0·06	0·13	0·03	0·11	0·15	...	0·08	...	...	...	...	26
0·25	1·55	0·60	0·48	2·56	0·28	0·33	0·46	0·75	0·75	...	1·90	0·40	2·11	1·00	0·69	27
16,872	3,710	11,054	20,947	...	11,397	} 4,441	{ ...	...	...	...	...	...	...	...	...	28
28,121	5,206	18,853	20,946	...	8,566		...	...	...	...	...	...	...	...	...	29
35,594	...	37,174	...	...	17,003	...	...	...	...	...	...	...	...	...	...	30
28,328	3,062	27,318	21,667	...	23,515	16,094	...	...	...	...	...	...	...	...	...	31
29,091	3,485	22,814	9,065	...	11,716	6,202	...	...	...	...	...	...	...	...	...	32
27,788	6,686	24,538	17,329	...	15,526	10,129	...	...	...	...	...	...	...	...	...	33
76	18	67	47	...	43	28	...	...	...	...	...	...	...	...	...	34
27	4	14	12	...	12	12	...	...	...	...	...	...	...	...	...	35
...	...	3	...	8	1	...	2	...	...	...	...	...	...	...	...	36
...	4,42	1,85	...	1,40	...	31	...	70	...	...	...	...	...	...	...	37
...	7,442	1,495	...	6,783	...	1,245	...	2,092	...	...	...	...	...	...	...	38

GOODS STOCK.

170	80	84	12	20	4	2	58	20	30	...	44	80	14	4	42	39
105	60	336	12	47	8	14	...	21	18	...	179	55	8	4	29	40
23	...	...	...	...	...	...	2	...	2	...	6	...	...	...	...	41
2	...	11	...	1	...	...	11	...	...	326	19	101	10	...	5	42
300	140	431	24	68	12	16	71	41	50	326	248	236	32	8	76	43
...	19	—10	12	...	...	...	...	...	...	...	5	...	...	...	...	44
40	—5	2	12	...	...	...	...	...	...	...	12	...	10	...	...	45
...	4	...	...	...	...	...	...	...	...	...	...	1	...	...	...	46
...	3	8	...	...	...	...	...	...	...	...	—11	...	—10	...	...	47
40	21	...	24	...	...	...	...	...	...	...	6	1	...	...	...	48
170	99	74	24	20	4	2	58	20	30	...	49	80	14	4	42	49
145	55	338	24	47	8	14	...	21	18	...	191	55	18	4	29	50
23	4	...	...	...	...	...	2	...	2	...	6	1	...	...	...	51
2	3	19	...	...	...	...	11	...	...	326	8	101	...	...	5	52
340	161	431	48	68	12	16	71	41	50	326	254	237	32	8	76	53
1·13	2·69	3·27	1·09	3·28	0·37	0·65	1·82	1·24	2·50	0 53	4·93	1·30	0·86	0 40	2·38	54
14,763	3,728	4,550	1,961	...	6,233	3,322	...	...	...	...	...	...	...	...	...	55
40	10	12	5	...	17	9	...	...	...	...	...	...	...	...	...	56
7·44	3·75	4·50	6·45	3·25	5·00	6·98	3·16	2·75	...	...	...	2·13	2·75	2·75	...	57
6·24	2·75	1·33	5·97	3·25	5·06	4·06	...	2·15	...	...	...	2·60	2·50	2·50	...	58
14·68	8·00	8·64	9·50	4·75	9·00	9·04	4·81	5·00	4·00	...	...	5·13	5·00	5·00	...	59
12·30	6·00	3·43	10·00	7·00	11·00	7·38	...	5·00	4·00	...	...	4·16	5·00	5·00	...	60
2·83	2·80	...	...	...	4·18	3·48	...	...	...	...	...	...	...	...	...	61
40	10	8	7	...	26	12	...	...	...	...	...	...	...	...	...	62
...	...	11	...	10	...	...	4	...	...	...	...	...	...	...	...	63
...	3,58	4 83	2,68	1,22	61	41	...	61	...	...	3,75	...	3,90	1,03	...	64
...	6,023	3,660	6,102	5,869	1,897	1,688	...	1,836	...	...	7,356	...	10,532	5,150	...	65
25,76	14,76	13,76	4,72	3.56	1,30	1,48	1,42	2,19	1,60	...	6,84	5,56	6,53	1,68	2,09	66
8,530	24,832	10,424	10,727	16,952	4,062	5,920	3,641	6,336	3,000	...	13,412	3,088	17,649	8,400	6,531	67

APPENDIX 24.

Rolling-stock fitted with automatic brakes at the close of the calendar year 1906.

Number.		Gauge.	Railway system. (*Vide* Appendix 38.)	Locomotives.			Coaching vehicles including all brake-vans.				Goods vehicles, excluding cranes.			
Main head.	Sub-head.			Fitted.	Not fitted.	Proportion per cent. of fitted to total.	Braked.	Piped.	Not fitted.	Proportion per cent. of fitted to total.	Braked.	Piped.	Not fitted.	Proportion per cent. of fitted to total.
1	(*a*)	5′ 6″	Bengal-Nagpur	176	115	60·48	809	2	145	84·83	1,259	574	5,788	24·05
2	(*a*) to (*f*)		Bombay, Baroda and Central India.	185	35	84·09	508	4	134	79·26	2	49	5,075	0·99
3	(*a*)		Eastern Bengal State	143	57	71·50	518	61	140	80·53	...	12	4,040	0·30
4	...		East Indian	495	451	52·33	1,618	80	797	68·06	414	78	18,252	2·62
5	(*a*) to (*f*)		Great Indian Peninsula Indian Midland	560	302	64·97	1,783	6	586	75·33	...	167	11,942	1·38
6	(*a*) to (*d*)		Madras	163	109	59·93	1,012	15	202	83·56	250	15	4,638	5·40
8	(*a*) & (*b*)		Nizam's Guaranteed State	...	61	...	57	3	129	31·75	...	...	1,056	...
9	(*a*) to (*g*)		North Western State	808	12	98·54	2,254	78	220	91·38	2,207	117	10,476	18·16
10	(*a*) & (*b*)		Oudh and Rohilkhand State.	152	53	74·15	721	49	90	89·53	29	13	5,524	0·75
11	...		Assam-Bengal	78	9	89·65	251	4	11	95·86	305	7	1,689	15·59
12	...		Bengal and North-Western	96	175	35·42	470	2	656	41·84	...	...	6,302	...
13	...		Bengal Docars	...	10	...	...	3	60	4·76	...	...	345	...
14	...		Bhavnagar-Gondal-Junagad-Porbandar.	...	37	...	...	...	255	...	...	...	1,046	...
15	...		Burma	152	107	58·69	493	33	512	50·67	296	14	4,920	5·98
16	...		Deoghur	...	2	...	...	...	12	...	...	...	10	...
17	...		Dibru-Sadiya	...	26	...	...	...	89	...	...	...	1,092	...
3	(*b*) & (*c*)	3′ 3½″	Eastern Bengal State	121	29	80·67	427	40	197	70·33	...	2	3,763	0·05
8	(*c*)		Hyderabad-Godavari Valley.	...	55	...	3	...	161	1·83	...	...	895	...
18	...		Jodhpur-Bikaner	...	48	...	...	2	215	0·92	...	...	992	...
19	...		Morvi	...	5	...	...	2	53	3·64	...	...	70	...
6	(*e*) & (*f*)		Nilgiri and Shoranur-Cochin	6	12	33·33	12	...	45	21·05	22	...	149	12·87
2	(*g*) to (*m*)		Rajputana-Malwa	76	372	16·96	174	79	1,450	14·86	...	...	7,980	...
20	(*a*) & (*b*)		Rohilkund and Kumaon	18	30	37·50	51	14	162	28·63	...	...	1,371	...
21	...		South Indian	93	155	37·50	258	2	871	22·99	...	...	3,883	...
22	...		Southern Mahratta	48	189	20·25	118	3	985	11·46	...	...	5,341	...
23	...		Udaipur-Chitor	...	3	...	...	...	26	...	...	...	35	...
24	...	2′ 6″	Baraset-Basirhat Light	...	3	...	...	...	23	...	...	...	25	...
25	...		Barsi Light	3	4	42·86	26	...	7	78·79	1	...	92	1·07
26	...		Bukhtiarpore-Behar Light	...	3	...	...	...	19	...	...	...	34	...
3	(*d*)		Cooch Behar including 2′ 6″ gauge branches of Eastern Bengal State Railway.	...	15	...	...	...	63	...	...	...	280	...
27	...		Cutch	...	3	...	...	...	3	...	...	...	18	...
2	(*n*) & (*o*)		Gaekwar's Dabhoi and Rajpipla.	...	11	...	...	...	51	...	...	...	210	...
1	(*b*) to (*e*)		Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light and Raipur-Dhamtari.	22	13	62·86	54	...	39	58·06	265	...	103	72·01
30	...		Kalka-Simla	24	...	100·00	92	...	...	100·00	99	61	...	100·00
9	(*h*) & (*i*)		Khushalgarh-Kohat-Thal and Nowshera-Durgai.	...	30	...	...	...	80	...	...	...	431	...
6	(*g*) & (*h*)		Morappur-Dharmapuri and Tirupattur-Krishnagiri	...	6	...	...	...	21	...	...	...	48	...
19	...		Morvi	...	5	...	...	...	53	...	...	...	68	...
20	(*c*)		Powayan Light	...	5	...	...	...	18	...	...	...	71	...
22	...		Tarakeshwar-Magra Light	...	5	...	...	...	25	...	...	...	41	...
33	...		Tezpore-Balipara Light	...	3	...	...	...	15	...	...	...	50	...
9	(*j*)	2′ 0″	Dandot Light	...	7	...	...	...	...	...	...	...	326	...
35	...		Darjeeling-Himalayan	...	17	...	...	...	99	...	...	...	254	...
5	(*g*)		Gwalior Light	...	15	...	...	...	73	...	...	...	237	...
36	...		Howrah-Amta Light	...	11	...	...	...	78	...	...	...	32	...
37	...		Howrah-Sheakhala Light	...	4	...	...	...	20	...	...	...	8	...
38	...		Jorhat	...	7	...	...	...	22	...	...	...	76	...
			Total	3,419	2,626	56·56	11,709	482	8,862	57·91	5,149	1,109	109,078	5·43

APPENDIX 25.

Rolling-stock lighted by gas and electricity at the close of the calendar year 1906.

Numbers.		Gauge.	Railway system. (*Vide* Appendix 38.)	Number of coaching vehicles fitted for lighting with			Number of coaching vehicles not fitted.	Proportion per cent. of fitted to total.	Remarks.
Main head.	Sub-head.			Gas.	Electricity.	Total.			
1	(*a*)	5′ 6″	Bengal-Nagpur	755	2	757	148	83·64	
2	(*a*) to (*f*)	5′ 6″	Bombay, Baroda and Central India	405	9	414	7	98·34	
3	(*a*)	5′ 6″	Eastern Bengal State	486	2	488	224	68·54	
4	...	5′ 6″	East Indian	1,485	6	1,491	192	88·59	
5	(*a*) to (*f*)	5′ 6″	Great Indian Peninsula Indian Midland	1,370	60	1,430	68	95·46	
6	(*a*) to (*d*)	5′ 6″	Madras	1,032	...	1,032	164	86·29	
8	(*a*) & (*b*)	5′ 6″	Nizam's Guaranteed State	121	...	121	60	66·85	
9	(*a*) to (*g*)	5′ 6″	North Western State	2,002	3	2,005	284	87·59	
10	(*a*) & (*b*)	5′ 6″	Oudh and Rohilkhand State	688	7	695	165	80·81	
11	...	5′ 6″	Assam-Bengal	245	...	245	...	100·00	
12	...	5′ 6″	Bengal and North-Western	...	189	189	939	16·76	
13	...	5′ 6″	Bengal Docars	...	...	...	63	...	
14	...	5′ 6″	Bhavnagar-Gondal-Junagad-Porbandar	...	23	23	232	9·02	
15	...	5′ 6″	Burma	...	26	26	944	2·68	
16	...	5′ 6″	Deoghur	...	...	...	12	...	
17	...	5′ 6″	Dibru-Sadiya	...	...	...	89	...	
3	(*b*) & (*c*)	3′ 3¾″	Eastern Bengal State	478	1	479	180	72·68	
8	(*c*)	3′ 3¾″	Hyderabad-Godavari Valley	114	...	114	50	69·51	
18	...	3′ 3¾″	Jodhpur-Bikaner	...	112	112	99	53·08	
19	...	3′ 3¾″	Morvi	...	...	...	55	...	
6	(*e*) & (*f*)	3′ 3¾″	Nilgiri and Shoranur-Cochin	...	...	...	57	...	
2	(*g*) to (*m*)	3′ 3¾″	Rajputana-Malwa	...	815	815	888	47·86	
20	(*a*) & (*b*)	3′ 3¾″	Rohilkund and Kumaon	...	58	58	169	25·55	
21	...	3′ 3¾″	South Indian	...	106	106	906	10·47	
22	...	3′ 3¾″	Southern Mahratta	971	1	972	54	94·73	
23	...	3′ 3¾″	Udaipur-Chitor	...	...	...	26	...	
24	...	2′ 6″	Baraset-Basirhat Light	...	...	...	23	...	
25	...	2′ 6″	Barsi Light	...	23	23	7	76·67	
26	...	2′ 6″	Bukhtiarpore-Behar Light	...	...	...	19	...	
3	(*d*)	2′ 6″	Cooch Behar including 2′ 6″ gauge branches of Eastern Bengal State Railway.	...	...	...	63	...	
27	...	2′ 6″	Cutch	...	...	...	3	...	
2	(*n*) & (*o*)	2′ 6″	Gaekwar's Dabhoi and Rajpipla	...	...	...	51	...	
1	(*b*) to (*e*)	2′ 6″	Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light and Raipur-Dhamtari.	52	...	52	39	57·14	
30	...	2′ 6″	Kalka-Simla	...	92	92	...	100·00	
9	(*h*) & (*i*)	2′ 6″	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	...	...	...	80	...	
6	(*g*) & (*h*)	2′ 6″	Morappur-Dharmapuri and Tirupattur-Krishnagiri	...	...	...	21	...	
19	...	2′ 6″	Morvi	...	...	...	53	...	
20	(*c*)	2′ 6″	Powayan Light	...	...	...	18	...	
32	...	2′ 6″	Tarakeshwar-Magra Light	...	...	...	25	...	
33	...	2′ 6″	Tezpore-Balipara Light	...	...	...	15	...	
9	(*j*)	2′ 0″	Dandot Light	...	...	...	...	...	
35	...	2′ 0″	Darjeeling-Himalayan	...	...	...	99	...	
5	(*g*)	2′ 0″	Gwalior Light	...	...	...	73	...	
36	...	2′ 0″	Howrah-Amta Light	...	...	...	78	...	
37	...	2′ 0″	Howrah-Sheakhala Light	...	...	...	20	...	
38	...	2′ 0″	Jorhat	...	...	...	22	...	
			Total	10,204	1,535	11,739	6,784	63·38	

APPENDIX 25-A.

Statement showing the number of trains *provided with means of communication throughout between passengers and guards and drivers on the 31st December 1906.*

Number. Main head.	Number. Sub-head.	Gauge.	Railway system (*vide* Appendix 38).	Particulars.	Mail.	Passengers.	Mixed.	Total.	Remarks.
3	(a)	5′ 6″	Eastern Bengal State	Total number of trains run	8	80	55	143	Vacuum brake alarm communication.
				Total number of trains fitted with communication ...	8	39	5	52	
5	(a) to (f)		Great Indian Peninsula	Total number of trains run	12	39	73	124	Chain Pass; communication, English pattern.
				Total number of trains fitted with communication...	1	...	...	1	
3	(b) & (d)	2′ 3⅜″	Eastern Bengal State	Total number of trains run	4	7	51	62	Vacuum brake alarm communication.
				Total number of trains fitted with communication...	4	3	...	7	
2	(g) to (m)		Rajputana-Malwa ...	Total number of trains run	8	13	55	76	Electric communication.
				Total number of trains fitted with communication ...	6	5	...	11	
21	...		South Indian ...	Total number of trains run	8	30	74	112	
				Total number of trains fitted with communication...	4	...	...	4	

APPENDIX 25-B.

Statement showing the number of carriages *provided with means of communication between passengers and guards and drivers on the 31st December 1906.*

Number. Main head.	Number. Sub-head.	Gauge.	Railway system (*vide* Appendix 38.)	Particulars.	1st.	2nd.	Inter.	3rd.	All other carriages including composites.	Total.	Remarks.
1	(a)	5′ 6″	Bengal-Nagpur	Total number of carriages ...	26	29	26	399	476	956	Edward King's patent stop train alarm signals.
				Total number of carriages fitted with communication.	1	...	...	...	1	2	
2	(a) to (f)		Bombay, Baroda and Central India.	Total number of carriages ...	3	33	17	299	294	646	English chain system in connection with automatic vacuum brake.
				Total number of carriages fitted with communication.	20	9	...	...	19	48	
3	(a)		Eastern Bengal State.	Total number of carriages ...	15	16	45	224	419	719	Vacuum automatic brake alarm communication. Fourteen carriages have been provided with Edward King's stop train alarm signals.
				Total number of carriages fitted with communication.	9	9	16	58	78	170	
4	...		East Indian ...	Total number of carriages ...	89	77	88	971	1,270	2,495	Bamber's patent alarm apparatus.
				Total number of carriages fitted with communication.	26	39	...	...	85	150	
5	(a) to (f)		Great Indian Peninsula.	Total number of carriages ...	98	145	...	872	1,260	2,375	Chain Pass: communication, English pattern.
				Total number of carriages fitted with communication.	21	...	...	6	21	48	
6	(a) to (d)		Madras ...	Total number of carriages ...	38	79	4	558	550	1,229	Automatic vacuum brake communication.
				Total number of carriages fitted with communication.	1	...	...	...	...	1	
9	(a) to (g)		North Western State.	Total number of carriages ...	82	91	133	972	1,274	2,552	Vacuum brake communication, King's device.
				Total number of carriages fitted with communication.	64	...	5	15	136	220	
10	(a) & (b)		Oudh and Rohilkhand State.	Total number of carriages ...	40	33	39	323	425	860	Vacuum brake system.
				Total number of carriages fitted with communication.	12	20	...	26	72	130	
3	(b) & (c)	3′ 3⅜″	Eastern Bengal State.	Total number of carriages ...	18	19	47	278	302	664	Vacuum automatic brake alarm communication. Four carriages have been provided with Edward King's stop train alarm signals.
				Total number of carriages fitted with communication.	12	13	13	62	45	145	
18	....		Jodhpur-Bikaner	Total number of carriages ...	7	6	17	94	93	217	Electric communication.
				Total number of carriages fitted with communication.	7	6	17	94	93	217	
2	(g) to (m)		Rajputana-Malwa	Total number of carriages ...	108	87	51	359	598	1,703	Electric communication.
				Total number of carriages fitted with communication.	108	40	45	483	300	976	
21	...		South Indian ...	Total number of carriages ...	15	28	...	672	416	1,131	
				Total number of carriages fitted with communication.	15	...	...	137	91	243	

APPENDIX 26.

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1906.

Number. Main head.	Number. Sub-head.	Gauge.	Railway system. (*Vide* Appendix 38.)	Total number of stations on railway.	Stations at which points and signals were interlocked. No.	Stations at which points and signals were interlocked. Name of system of interlocking.	Stations at which block instruments were used for train signalling. No.	Stations at which block instruments were used for train signalling. Name of block instrument.
1	(*a*)	5′ 6″	Bengal-Nagpur	240	101	81 List and Morse's 20 Experimental	16	2 Webb and Thomson's. 2 Dutton's. 12 Theobald's Train Key.
2	(*a*) to (*f*)	5′ 6″	Bombay, Baroda and Central India	138	83	25 Mackenzie and Holland's. 8 Experimental	85	59 Preece's single wire semaphore. Does not give out a token or tablet. 26 Experimental.
3	(*a*)	5′ 6″	Eastern Bengal State	129	35	24 Ordinary double line interlocking. 11 Experimental	22	Pryce and Ferreira's. Token not necessary.
4	...	5′ 6″	East Indian	414	217	110 English system 106 Dutton's 1 Experimental	255	76 Pryce and Ferreira's. Token not necessary. 76 Neal's Patent Voucher. 37 Tyer's Tablet. 58 East Indian Railway double line block instrument. 8 East Indian Railway tablet.
5	(*a*) & (*b*)	5′ 6″	Great Indian Peninsula	264	68	47 English system 18 List and Morse's 3 Experimental	264	206 Preece's. Does not give out a token or tablet. At some of these stations two kinds of instruments are used. 65 Neal's.
5	(*c*) to (*f*)	5′ 6″	Indian Midland	148	17	11 Wrench's 5 English system 1 Experimental	46	Preece's. Does not give out a token or tablet.
6	(*a*) to (*d*)	5′ 6″	Madras	318	61	37 List and Morse's 24 Experimental	220	84 Winter's Block with starting semaphores. Does not give out a token or tablet. 16 Winter's Block without starting semaphores. Does not give out a token or tablet. 120 Theobald's Train Key.
8	(*a*) & (*b*)	5′ 6″	Nizam's Guaranteed State	45	2	1 List and Morse's 1 Dutton's	...	.....
9	(*a*) to (*g*)	5′ 6″	North Western State	623	353	293 List and Morse's 37 Tappet 20 Key locking 3 Experimental	37	11 Tyer's Tablet. 26 Tyer's double line block instruments.
10	...	5′ 6″	Oudh and Rohilkhand State	191	116	103 List and Morse's 13 Experimental	2	Experimental.
11	...	5′ 6″	Assam-Bengal	126	...	.....	...	.....
12	...	5′ 6″	Bengal and North-Western	287	...	.....	...	.....
13	...	5′ 6″	Bengal Dooars	29	...	.....	...	.....
14	...	5′ 6″	Bhavnagar-Gondal-Junagad-Porbandar	64	2	Experimental	...	.....
15	...	5′ 6″	Burma	236	24	12 List and Morse's 12 Experimental	15	7 Sykes'. 2 Tyer's Tablet. 2 Neal's. 2 Theobald's Train Key.
16	...	5′ 6″	Deoghur	1	...	.....	...	.....
17	...	5′ 6″	Dibru-Sadiya	18	...	.....	...	.....
3	(*b*) to (*d*)	3′ 3½″	Eastern Bengal State	145	21	20 List and Morse's 1 Experimental	20	Tyer's Tablet.
8	(*c*)	3′ 3½″	Hyderabad-Godavari Valley	47	42	List and Morse's	...	.....
18	...	3′ 3½″	Jodhpur-Bikaner	85	...	.....	...	.....
19	...	3′ 3½″	Morvi	8	...	.....	...	.....
6	(*e*) & (*f*)	3′ 3½″	Nilgiri and Shoranur-Cochin	32	1	Experimental ...	12	6 Winter's Block with starting semaphores. Does not give out a token or tablet. 6 Theobald's Train Key.
2	(*g*) to (*m*)	3′ 3½″	Rajputana-Malwa	295	101	87 Sydney Jones'. 14 Experimental	45	42 Tyer's Tablet. 3 Experimental.
20	(*a*) & (*b*)	3′ 3½″	Rohilkund and Kumaon	61	4	Experimental	...	.....
21	...	3′ 3½″	South Indian	243	35	25 List and Morse's 7 Dutton's 3 Experimental	25	24 Winter's Block and Ticket issuing. 1 Experimental.
22	...	3′ 3½″	Southern Mahratta	244	1	Experimental ...	106	96 Winter's. Does not give out a token or tablet. 6 Roberts' Key Staff. 4 Theobald's Train Key.
23	...	3′ 3½″	Udaipur-Chitor	7	...	.....	...	.....
24	...	2′ 6″	Baraset-Basirhat Light	11	...	.....	...	.....
25	...	2′ 6″	Barsi Light	15	...	.....	...	.....
26	...	2′ 6″	Bukhtiarpore-Behar Light	7	...	.....	...	.....
27	...	2′ 6″	Cutch	2	...	.....	...	.....
2	(*n*) & (*o*)	2′ 6″	Gaekwar's Dabhoi and Rajpipla	32	1	Country made	...	.....
1	(*b*) to (*e*)	2′ 6″	Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light and Raipur-Dhamtari.	54	...	.....	...	.....
9	(*h*) & (*i*)	2′ 6″	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	21	...	.....	...	.....
30	...	2′ 6″	Kalka-Simla	21	...	.....	...	.....
6	(*g*) & (*h*)	2′ 6″	Morappur-Dharmapuri and Tirupattur-Krishnagiri.	10	...	.....	...	.....
19	...	2′ 6″	Morvi	2	...	.....	...	.....
20	(*c*)	2′ 6″	Powayan Light	8	...	.....	...	.....
32	...	2′ 6″	Tarakeshwar-Magra Light	16	...	.....	...	.....
33	...	2′ 6″	Tezpore-Balipara Light	8	...	.....	...	.....
35	...	2′ 0″	Darjeeling-Himalayan	11	...	.....	...	.....
36	(*g*)	2′ 0″	Gwalior Light	23	...	.....	...	.....
37	...	2′ 0″	Howrah-Amta Light	18	...	.....	...	.....
38	...	2′ 0″	Howrah-Sheakhala Light	12	...	.....	...	.....
	...	2′ 0″	Jozhat	8	...	.....	...	.....
			Total	4,717	1,235	.....	1,168	.....

APPENDIX 27.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1902 to 1906.

Number.	Ry. system, *vide* App. 38.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	Wood	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Wood. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.					
	B. C.	1902	Bengal.	162	...	...	...	...	8,466	6·27	3·00	...	...	...	51·47	41·24	1,368·09	201·02	
		1903		162	...	...	...	...	10,623	6·00	3·00	...	...	...	51·10	41·10	1,278·70	256·13	
		1904		162	...	...	...	...	9,789	5·67	3·00	...	...	...	51·24	40·35	1,113·51	186·82	
		1905			Amalgamated with the Eastern Bengal State railway.														
1 (a)	B. N.	1902	Bengal and Umaria	321	...	...	...	...	113,180	4·29	2·48	103	5·60	5·60	59·84	53·37	759·43	178·58	
		1903		283	...	...	...	...	134,066	3·71	2·48	206	4·20	...	65·95	57·33	775·46	199·42	
		1904		228	...	...	...	...	148,725	5·52	2·58	219	...	...	67·95	58·65	754·68	200·80	
		1905		219	...	...	...	...	177,960	5·16	2·34	237	...	...	71·81	61·15	648·19	198·34	
		1906		227	...	...	...	...	199,707	5·40	2·43	163	...	...	73·55	61·09	624·02	192·53	
1 (b)	J. G. E.	1902	Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
		1903		603	...	...	...	...	191	7·68	2·12	...	...	...	64·35	60·52	1,135·88	393·30	
		1904		617	...	...	...	...	3,165	10·31	2·46	...	...	...	56·20	47·68	1,178·53	344·98	
		1905		620	...	...	...	...	5,776	10·18	2·28	...	...	...	54·33	45·53	983·05	306·75	
		1906		451	...	...	...	...	9,329	7·11	2·43	...	...	...	66·15	54·83	1,422·65	330·13	
1 (c)	M. B.	1905	Bengal	188	...	...	...	...	417	4·69	2·28	...	...	...	24·01	23·63	1,265·94	440·05	
		1906		188	...	...	...	...	347	4·84	2·43	...	...	...	32·97	27·99	1,852·78	396·27	
1 (d)	P.L. L.	1902	Bengal	603	...	...	...	...	350	7·96	2·37	...	...	...	41·56	39·06	...	...	
		1903		567	...	...	...	...	362	7·40	2·12	...	...	...	44·43	42·06	5,545·54	664·51	
		1904		495	...	...	...	...	361	8·70	2·46	...	...	...	44·19	42·88	8,878·00	627·00	
		1905		495	...	...	...	...	354	8·52	2·28	...	...	...	43·34	40·30	2,685·67	542·19	
		1906		495	...	...	...	...	296	8·67	2·43	...	...	...	35·56	33·22	2,375·42	510·78	
1 (e)	E. D.	1902	Bengal	480	...	...	...	...	554	6·41	2·37	...	...	...	23·31	22·75	1,266·15	378·98	
		1903		463	...	...	...	...	683	6·07	2·12	...	...	...	26·61	26·35	1,486·37	437·75	
		1904		442	...	...	...	...	735	8·12	2·46	...	...	...	29·43	29·08	1,168·36	403·60	
		1905		442	...	...	...	...	856	7·95	2·28	...	...	...	30·89	30·41	1,091·26	369·67	
		1906		442	...	...	...	...	789	8·10	2·43	...	...	...	28·99	27·72	1,126·17	329·42	
2 (a) o (f)	B., B.& C.I.	1902	England, Bengal and Singareni.	128	...	7,477	20·00	...	65,559	15·98	...	2,063	3·27	...	58·11	48·99	543·66	154·30	
		1903		121	...	10,384	19·38	...	63,172	14·56	...	2,226	3·00	...	57·58	48·16	514·46	148·09	
		1904		129	...	13,545	19·62	...	67,666	12·92	...	2,344	3·00	...	59·27	49·22	536·53	152·36	
		1905		148	...	12,621	16·87	...	75,769	12·53	...	2,494	3·06	...	57·81	48·43	514·00	149·83	
		1906		145	105	28,692	19·37	...	64,635	12·95	...	2,491	3·27	...	57·18	47·42	478·63	142·15	
2 (n) & (o)	G.D. & R.	1902	Bengal.	...	...	...	...	...	1,039	...	...	24	...	...	24·18	24·02	...	...	
		1903		...	...	...	...	...	1,417	...	...	70	...	...	25·50	25·17	...	...	
		1904		...	...	...	...	...	1,246	...	...	33	...	...	25·39	25·12	...	...	
		1905		...	...	...	...	...	1,384	...	...	207	...	...	27·05	26·90	...	...	
		1906		...	...	...	...	...	1,833	...	...	79	...	...	28·91	28·80	...	...	
3 (a)	E.B S.	1902	Bengal	167	...	...	...	...	67,891	6·10	3·48	...	...	...	69·86	49·57	889·42	269·53	
		1903		156	...	...	...	...	69,266	5·65	2·81	...	...	...	72·02	50·20	919·95	212·78	
		1904		182	...	...	...	...	69,974	5·02	2·39	...	...	...	72·78	49·11	863·33	206·85	
		1905		180	...	...	...	...	90,396	4·82	2·48	...	...	...	78·88	53·59	975·41	232·28	
		1906		188	...	...	...	...	119,032	5·81	2·81	...	...	...	80·20	54·74	998·93	249·48	
3 (b) and (e)	E. B. S.	1902	Bengal and Assam.	291	...	...	...	...	42,838	9·82	5·14	...	...	...	42·62	34·31	898·88	235·43	
		1903		280	...	...	...	...	47,247	6·52	3·78	...	...	...	44·07	35·65	844·88	229·44	
		1904		285	...	...	...	...	49,391	6·09	3·75	...	...	...	45·84	36·77	872·27	231·02	
		1905		281	...	...	...	...	48,662	6·06	4·32	...	...	...	46·88	36·52	805·30	227·73	
		1906		299	...	...	...	...	57,527	6·33	3·58	...	...	...	48·90	38·04	857·53	246·92	
3 (d)	C.B.	1902	Bengal and Assam.	407	...	...	...	...	785	10·69	4·18	...	...	...	29·95	19·13	...	...	
		1903		85	...	...	...	...	980	9·86	9·04	...	...	...	23·76	21·10	...	...	
		1904		72	...	...	...	...	1,271	9·45	9·40	...	...	...	26·26	20·57	...	...	
		1905		75	...	...	...	...	587	9·77	9·11	...	...	...	17·53	14·61	...	...	
		1906		71	...	...	...	...	856	9·62	9·50	...	...	...	20·40	17·21	...	...	
4	E.I.	1902	Bengal and Umaria.	260	...	...	...	...	481,247	4·18	1·96	...	...	...	63·92	50·76	503·10	161·42	
		1903		256	...	...	...	...	476,581	4·19	2·00	...	...	...	65·75	51·97	457·12	151·16	
		1904		244	...	...	...	...	468,271	4·05	1·97	...	...	...	66·47	51·66	406·33	137·59	
		1905		245	...	...	...	...	505,916	4·01	1·92	...	...	...	69·75	53·07	431·67	145·77	
		1906		257	...	...	...	...	532,758	4·04	1·85	...	...	...	68·79	51·07	426·30	141·43	

APPENDIX 27—*continued.*

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1902 to 1906—contd.

Number.	By system, *vide* App. 38.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	SOURCES OF SUPPLY. Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	SOURCES OF SUPPLY. Average distance carried in miles. Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Foreign coal. Cost per ton. Including freight.	Foreign coal. Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Indian coal. Cost per ton. Including freight.	Indian coal. Cost per ton. Excluding freight.	Wood. Quantity in tons.	Wood. Cost per ton. Including freight.	Wood. Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.					
5 (a) to (f)	G. I. P.	1902	England, Bengal, Singareni, Umaria, Nerbudda and Warora.	294	...	303	...	12·87	425,936	3·28	5·28	4,515	...	3·81	66·79	58·11	719·69	193·63	
		1903		327	...	...	...	...	456,794	3·47	6·07	4,439	...	3·91	68·43	59·65	726·03	206·22	
		1904		304	...	202	...	18·54	463,917	3·39	6·45	5,117	...	3·88	68·91	60·50	776·00	205·09	
		1905		304	...	329	...	16·64	453,414	3·25	7·37	4,896	...	3·51	67·43	59·09	755·75	200·52	
		1906		304	...	635	...	17·91	477,265	3·59	6·75	4,486	...	4·00	68·43	59·73	754·29	195·91	
5 (g)	G. I.	1902	Bengal and Mohpani.	...	...	...	...	...	1,409	...	...	...	...	...	35·03	25·03	...	...	
		1903		750	...	...	...	...	1,617	16·00	2·75	14	...	...	38·30	36·00	...	...	
		1904		535	...	...	...	...	1,999	13·28	3·25	24	...	...	36·18	34·10	...	...	
		1905		535	...	...	...	...	2,558	13·62	3·75	27	...	...	41·73	38·81	...	...	
		1906		535	...	...	...	...	2,848	13·37 (a)	3·75	25	...	...	43·36	40·45	...	...	(a) Reduced to Rs. 10·12 per ton from 15th November 1906.
6 (a) to (d)	M.	1902	England, Bengal and Singareni.	313	14	...	...	...	97,546	10·32	5·25	108,529	4·97	4·68	68·64	57·65	974·72	227·03	
		1903		333	27	...	...	...	112,647	10·29	5·12	96,577	4·97	4·42	73·02	60·89	1,069·81	240·40	
		1904		191	38	4	31·32	28·49	130,755	10·82	8·95	89,148	4·81	4·01	70·78	58·69	946·28	224·48	
		1905		352	24	...	...	...	156,312	10·23	5·15	42,059	4·48	3·98	74·96	63·35	874·82	221·60	
		1906		352	36	...	...	...	157,081	10·52	5·70	31,115	4·84	4·09	74·98	63·74	895·19	228·97	
6 (e) to (h)	N. S. C. M. D. & T. K.	1902	England, Bengal and Singareni.	241	16	1,875	31·67	*27·57	...	...	...	3,315	4·43	4·09	72·38	66·69	4,899·75	654·46	
		1903		688	18	1,862	29·00	*29·17	11	13·60	5·12	5,889	4·61	4·25	61·42	54·08	2,409·43	369·85	
		1904		148	21	2,480	25·35	*22·54	133	14·34	8·95	5,116	4·48	4·04	61·30	54·18	2,605 63	423·49	
		1905		207	24	2,547	24·38	20·58	284	12·48	5·15	4,502	4·62	4·12	60·50	52·45	2,637·03	424·78	
		1906		...	...	2,580	25·13	21·33	1,463	...	...	6,168	...	...	49·85	44·29	3,191·16	455 45	* Including sea freight from England.
8 (a) & (b)	N. G. S.	1902	Singareni	103	...	...	...	...	30,215	...	4·66	...	...	...	67·00	56·75	567·37	178·81	
		1903		132	...	...	...	...	26,967	6·27	4·50	250	5·88	3·25	61·02	51·91	547·72	160·95	
		1904		132	...	...	...	...	26,276	6·27	4·50	203	5·33	3·14	61·08	50·87	523·22	158·74	
		1905		84	...	...	...	...	24,900	5·81	4·68	...	...	...	57·30	48·19	516·05	154·58	‡ Of Bengal coal only.
		1906		86	...	...	...	...	26,919	5·59	4·69	...	...	...	56·24	47·98	504·29	153·51	
8 (c)	H. G. V.	1902	Singareni	341	...	...	...	...	14,442	6·98	4·86	...	...	...	40·12	36·11	1,026·21	219·62	§ Bengal coal *vid* Kisamari Rs. 13·63 and *vid* Ghaziabad Rs. 15·44.
		1903		347	...	...	...	...	14,610	10·00	6·62	265	4·60	..	39·66	35·55	1,031·64	217·01	‖ Bengal coal from Rs. 2·87 to Rs. 3·00 and Khost and Dandot coal between Rs. 7 and Rs. 18 and Khost patent fuel at Rs. 20.
		1904		347	...	...	...	...	14,309	9·82	5·56	205	10·52	5·56	40·86	36·85	988·72	205·73	
		1905		291	...	...	...	...	16,686	8·90	4·76	...	...	...	39·50	35·70	825·63	201·96	
		1906		286	...	...	...	...	15,683	7·33	4·81	...	...	...	37·59	33·68	753·84	194 36	¶ Bengal coal *vid* Kisamari Rs. 12·00 and *vid* Ghaziabad Rs. 14·33.
9 (a) to (g)	N. W.	1902	England, Bengal, Dandot, Bhagnawala and Khost.	‡838	...	7,206	...	20·61	248,279	§	‖	122,323	...	...	52·84	46·36	593·84	160·45	** Bengal coal from Rs. 2·06 to Rs. 3·50 and Khost and Dandot coal between Rs. 7 and Rs. 13.
		1903		‡838	...	3,786	...	19·00	258,111	¶	**	216,097	5·31	...	52·72	46·47	557·78	155·74	
		1904		‡838	...	††650	††	††	370,454	††	§§	163,151	5·35	...	57·16	50·12	481·27	156·96	
		1905		‡838	...	††2,373	††	††	431,520	(a)	(b)	76,386	...	...	59·82	52·16	541 06	172·02	†† There was no importation of foreign coal during these years.
		1906		‡838	...	2,872	††	††	476,377	(c)	(d)	77,122	5·33	5·23	62·32	53·67	551·86	178·04	
9 (h) & (i)	K. K. T. & N. D.	1902	Bengal and Dandot.	...	...	...	...	...	1,235	...	...	160	...	...	26·75	22·32	2,072·38	318·41	‡‡ Bengal coal *vid* Kisamari Rs. 11·08 and *vid* Ghaziabad Rs. 14·92.
		1903		...	...	...	...	...	2,788	...	...	192	...	...	25·16	21·45	2,362·43	425·48	
		1904		...	...	...	...	...	2,731	‡‡	§§	270	5·35	...	21·34	17·83	1,882·21	335·28	
		1905		...	12	††	††	††	2,726	(a)	(b)	132	...	...	19·72	16·08	1,243·44	301 96	(a) Bengal coal *vid* Kisamari Rs. 11·93 and *vid* Ghaziabad Rs. 13·94.
		1906		...	...	...	...	...	3,548	(c)	(d)	74	...	...	19·43	16·17	1,763·93	337 51	§§ Bengal coal from Rs. 1·94 to Rs. 2·25, Chita Dand coal Rs. 11·22 and Khost and Dandot coal between Rs. 6·99 and Rs. 13.
10 (a) & (b)	O & R.	1902	Bengal	674	...	...	...	...	98,775	9·38	2·53	...	...	...	51·63	44·36	819·01	172·31	(b) Bengal coal from Rs. 1·94 to Rs. 3·37 and Khost and Dandot coal between Rs. 8·04 and Rs. 12·27.
		1903		595	...	...	...	...	108,040	7·76	2·15	...	...	...	54·81	46·99	849·59	177·85	
		1904		603	...	...	...	...	119,278	7·46	2·13	...	...	...	55·39	47 68	791·59	179·43	
		1905		603	...	...	...	...	131,445	7·83	2·13	...	...	...	59·17	50·26	819·40	192 35	
		1906		603	...	...	...	...	142,729	8·26	2·47	...	...	...	61·69	52·24	929·53	204·73	
11	A. B.	1902	Bengal and Assam.	105	...	...	...	...	13,661	9·25	...	2,715	1·57	...	43·52	37·21	1,011·99	223·73	(c) Bengal coal *vid* Kiamari Rs. 11·76 and *vid* Ghaziabad Rs. 15·85.
		1903		129	...	...	...	...	15,682	7·92	...	1,918	1·45	...	43·06	36·78	903·35	245·24	
		1904		129	...	...	...	...	22,337	7·64	...	...	...	...	43·89	36·02	913·22	235·17	
		1905		156	...	...	...	...	31,778	7·43	...	...	...	...	47·94	38·93	1,063·16	265·00	
		1906		249	...	...	...	...	37,135	7·41	...	...	...	...	52·12	39·81	883·03	251·10	
12	B. & N. W.	1902	Bengal.	252	25	...	...	...	71,240	6·11	3·04	2,766	4·22	4·22	36·09	33·16	821·31	210·21	(d) Bengal coal from Rs. 2·25 to Rs. 4 25 and Khost and Dandot coal between Rs. 8 and Rs. 12.
		1903		250	25	...	...	...	87,652	5·61	2·73	4,733	4·28	4·28	49·95	41·73	825·63	225·02	
		1904		248	18	...	...	...	97,693	5·51	2·41	1,147	...	4·65	52·62	43·32	830·78	228·20	
		1905		280	18	...	...	...	97,426	5·55	2·43	303	...	4·65	47·86	39·26	850·35	222·97	
		1906		289	71	...	...	...	111,475	6·07	2·83	1,439	...	4·16	50·32	41·26	818 58	223·84	

APPENDIX 27—*continued.*

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1902 to 1906—contd.

Number.	Ry. system, *vide* App. 38.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the source of supply is for coal only. Wood was supplied from various sources.)	SOURCES OF SUPPLY. Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	SOURCES OF SUPPLY. Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Foreign coal. Cost per ton. Including freight.	Foreign coal. Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Indian coal. Cost per ton. Including freight.	Indian coal. Cost per ton. Excluding freight.	Wood. Quantity in tons.	Wood. Cost per ton. Including freight.	Wood. Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							Rs.	Rs.		Rs	Rs.		Rs.	Rs.					
13	B. D.	1902	Bengal	*	...	...	...	...	2,496	12·33	2·75	...	...	...	40·16	33·92	...	...	*Prices are given at the place of delivery which is the place of storage.
		1903				...	...	...	3,023	11·22	...	...	...	...	31·33	29·83	...	...	
		1904				...	...	...	3,474	10·60	...	...	...	...	30·14	28·05	...	...	
		1905				...	...	...	3,652	10·67	...	...	...	...	30·52	28·78	...	...	
		1906				...	...	...	3,876	...	...	...	...	...	35·56	32·95	...	...	
14	B. G. J. P.	1902	Eng-land, Bengal and Palana.	52	...	1,494	23·23	...	4,966	18·00	...	74	3·88	...	29·77	27·45	913·30	174·64	
		1903		54	...	813	23·24	...	6,027	15·44	...	80	7·73	...	30·26	27·32	800·61	170·38	
		1904		53	...	2	23·23	...	7,531	14·13	...	86	7·50	...	31·20	28·37	774·69	173·11	
		1905		52	...	5	23·23	...	8,010	14·07	...	88	7·50	...	32·05	29·03	816·07	179·85	
		1906		52	...	...	...	...	9,050	13·54	...	91	8·03	...	33·45	30·25	840·55	186·52	
15 (a)	B.	1902	Eng-land, Bengal and Burma.	120	...	3,114	26·75	...	62,124	12·57	...	55,474	3·95	...	52·32	42·54	972·47	255·40	
		1903		109	...	968	21·36	...	72,740	10·63	...	66,406	3·81	...	51·98	42·70	1,087·55	258·16	
		1904		128	...	599	21·22	...	78,834	10·47	...	52,977	4·54	...	49·98	41·42	981 89	240·27	
		1905		150	...	348	21·21	...	95,711	10·33	...	28,903	5·06	...	50·38	41·49	959·94	237·11	
		1906		162	56	83	21·21	...	94,734	10·70	...	22,912	4·74	...	45·51	37·66	836·51	211·50	
16	D.	1902	Bengal	...	...	...	...	...	400	5·62	3·00	...	...	...	61·37	61·37	...	...	
		1903		...	...	...	...	...	393	4·06	...	...	...	...	56·55	56·55	...	...	
		1904		...	...	...	...	...	501	5·50	2·25	...	...	...	71·30	...	...	...	
		1905		...	...	Information not available			...	...	...	...	...	...	...	...	...	...	
		1906																	
17	D. S.	1902	Assam	*	...	...	...	...	4,616	8·50	8·50	26	2·08	1·23	51·64	36·75	...	...	
		1903				...	...	...	3,983	8·50	8·50	12	2·56	2·00	43·67	29·46	...	...	
		1904				...	...	...	4,888	8 50	8·50	10	1·71	1·71	51·88	33·39	...	...	
		1905				...	...	...	5,012	8 50	8·50	4	2·22	2 22	49·79	32·06	...	...	
		1906				...	...	...	6,664	8·50	8·50	...	...	...	55 07	36·34	...	...	
18	J. B.	1902	Bengal and Palana.	467	...	...	...	...	18,231	11·59	5·55	4,981	4·34	4·34	47·63	45·42	1,060·85	261·76	
		1903		358	...	...	...	...	22,420	11·98	7 36	120	4·28	4 38	52·50	49·61	1,048·95	267·31	
		1904		344	...	...	...	...	27,832	10·84	6·13	152	3·62	3·62	59·31	55·34	1,137·75	297·67	
		1905		651	...	...	...	...	24,689	11·27	5·30	155	3·90	3·90	51·51	48·39	876·54	246·73	
		1906		581	...	...	...	...	26,369	12·39	8·02	163	3·71	3·71	48·96	45·57	806·95	237·56	
19	M. R. W.	1902	Bengal.	†386	...	...	...	...	1,622	23·74	15·74	21	7·50	7·50	24·25	23·63	...	...	† This distance is by rail; the distance by sea is 687 miles.
		1903		29	...	...	...	...	1,541	21·20	12·35	30	10·66	10·66	24·27	23·32	...	...	
		1904		†386	...	...	...	...	1,777	17·51	11·04	53	8·27	8·27	24·26	23·06	...	...	
		1905		445	...	...	...	...	1,796	18·34	16·25	62	4·77	4·77	32·47	31·55	...	...	
		1906		†386	...	...	...	...	1,419	17·25	15·25	23	10·89	10·89	34·05	33·51	...	...	
2 (g) to (m)	R. M.	1902	Bengal and Singareni.	722	...	...	...	...	113,360	16·57	5·74	2,183	5·00	5·00	39·84	34·62	447·79	164·80	
		1903		725	...	...	...	...	95,725	15·79	6·03	2,615	5·00	5·00	37·60	31·48	474·48	161·48	
		1904		792	...	...	...	...	109,754	14 39	4·20	2,481	5·00	5 00	38·08	32·62	496·88	169·95	
		1905		780	...	...	...	...	134,200	14·15	4·03	2,055	5·00	5·00	40·27	34·74	485·11	171·85	
		1906		802	...	...	...	...	145,037	15·26	4·77	1,126	5·00	5·00	40·33	34·84	527·34	174·25	
20 (a) & (b)	B. K.	1902	Bengal	677	...	...	...	...	2,068	13·52	2·56	17,503	...	3 18	32·00	25·98	631 90	188·86	
		1903		677	...	...	...	...	1,792	11·46	2·37	17,105	...	3·27	30·91	25 25	618·37	178·58	
		1904		606	...	...	...	...	1,719	13·63	3·00	10,673	...	3·47	32·25	(26·25,	632·13	182·90	
		1905		605	...	...	...	...	8,942	11 03	2·35	8,923	...	2·94	43·29	34·79	794 75	237·60	
		1906		612	...	...	...	...	8,749	10·85	2 75	17,779	...	3·49	45·98	36·55	500·71	121·08	
20 (c)	P. W. L.	1902	Bengal	...	...	...	...	...	...	...	...	1,440	...	3·05	21·03	19·91	...	...	
		1903		...	...	...	...	...	...	...	...	1,226	...	3·26	19·03	17·81	...	...	
		1904		...	...	...	...	...	...	...	...	1,400	...	...	21·31	19 96	...	...	
		1905		655	...	...	...	...	24	11·03	2·35	1,368	...	3 59	20·39	18·41	...	...	
		1906		...	...	...	...	...	...	...	...	1,520	...	3·56	21·94	20·74	...	...	
21	S. I.	1902	Bengal and Singareni.	63	...	...	...	...	53,273	13·11	...	10,732	5·01	...	33·44	33·19	822·47	209·97	
		1903		82	...	...	...	...	60,096	12·18	...	10,516	4·91	...	37·71	34·23	774·06	205·48	
		1904		83	...	...	...	...	68,680	11·40	...	11,295	4·99	...	38·21	34·79	849·61	213·52	
		1905		81	...	...	...	...	72,314	11·39	...	9,477	5·01	...	36·90	33·74	802·70	200·51	
		1906		79	24	...	...	...	73,541	11·53	...	5,587	4·94	...	36·36	33·13	777·07	190·32	

APPENDIX 27—*concluded.*

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1902 to 1906—concld.

Number.	Ry. system, vide App. 33.	Calendar year.	SOURCES OF SUPPLY. Name (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Wood. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.					
22 (a) to (j)	S M.	1902	England Singareni and Bengal.	402	96	...	...	...	38,506	13·67	5 25	62,422	5 64	4·08	39 11	34·71	804·00	215·09	
		1903		351	74	133	18·88	18·88	38,492	14·25	8 40	65,629	5 44	4·19	40 71	36·27	803·88	219·75	
		1904		316	72	...	...	...	40,327	13·99	8 30	69,209	5·32	4·08	37·79	33·28	71·99	201·82	
		1905		...	82	...	...	...	43,125	13 68	8·95	70,137	5·35	4·00	37·04	32 82	718 13	200·65	
		1906		365	79	2,418	18·08	15·00	53,037	13 09	6·33	74,743	5-37	4·05	39 38	35 07	744·54	211·10	
23	U. C.	1902	Bengal, Warora & Mohpani.	875	...	...	...	...	393	16·23	4·62	3	4·36	...	38·50	36·02	942·41	192·23	
		1903		977	...	...	...	...	463	18·71	3·85	4	7·00	...	37·37	35 02	1,438·22	207·76	
		1904		1,087	...	...	...	...	701	19 00	2·25	...	...	7·00	30·32	28·51	1,551·44	185·59	
		1905		1,087	...	...	...	...	762	19 00	2·25	11	...	...	31·91	29·88	1,117·8	167 86	
		1906		1,087	...	...	...	...	906	19·00	3·75	10	...	...	37 09	34·74	1,083·95	177 39	
25	B. L.	1902	Singareni.	...	...	...	...	...	...	...	...	655	5·00	5 30	31·90	31·14	...	...	
		1903		441	...	...	...	...	77	14·50	5 50	566	4·97	4·97	40·75	39·32	1,732·86	664 00	
		1904		...	...	...	...	...	...	...	...	790	6·19	6·19	94·9	92 82	...	...	
		1905		...	...	...	...	...	159	...	...	742	6·19	6·19	101·82	99 93	...	...	
		1906		273	...	...	...	...	289	...	...	1,102	7·19	7·19	43·65	42 20	1,016·65	...	
27	C.	1905	...	...	...	...	...	...	123	17·25	...	2	24·50	...	64·16	64·16	...	...	
		1906	...	...	...	...	...	...	215	18·00	...	3	21·50	...	29·71	29 71	3·76	3·35	
30	K. S.	1903	Bengal	1,021	...	...	...	...	288	20·00	2·25	...	...	...	46·43	35·75	...	...	
		1904		1,018	...	...	...	...	5,166	21·00	2·25	144	12·19	...	69·46	59·97	7,984·98	1,135·26	
		1905		1,016	...	...	...	...	5,189	17·50	2 25	43	...	...	71·18	66·77	6,500·13	912·22	
		1906		904	...	...	...	...	4,917	18·15	4 00	3	...	14·00	77·29	67 56	5,407·71	893·13	
32	B. P.	1902	Bengal	126	...	...	...	...	979	5·39	2·75	...	...	...	25 20	23·92	...	...	
		1903		157	...	...	...	...	960	5·36	2 92	...	...	...	25·27	24 10	...	...	
		1904		157	...	...	...	...	1,088	4 44	2·03	...	...	...	26 92	25·37	...	...	
		1905		157	...	...	...	...	1,128	4·33	1·56	...	...	...	28·53	26·9	...	...	
		1906		157	...	...	...	...	1,423	4 24	1·81	...	...	...	34·24	32 33	...	...	
33	T. B.	1902	Assam	...	...	...	...	...	398	13·50	...	...	...	...	26·76	...	...	...	
		1903		...	...	...	...	...	523	11·81	...	...	...	...	35·40	...	...	...	
		1904		...	...	...	...	...	580	13·20	...	...	...	...	38 52	...	...	...	
		1905		...	...	...	...	...	643	13 50	...	...	...	...	38·85	...	...	...	
		1906		...	...	...	...	...	673	13 50	...	...	...	...	40·44	...	...	...	
35	D. H.	1902	Bengal	...	...	...	...	...	3,422	15·30	3·12	...	...	...	40·81	40·81	...	...	
		1903		...	...	...	...	...	4,666	13·98	3·12	...	...	...	53·23	53·23	...	...	
		1904		...	...	...	...	...	4,697	10·09	2·50	...	...	...	41·23	40·83	...	...	
		1905		...	...	...	...	...	5,025	7·84	2·25	...	...	...	44·68	44 68	...	...	
		1906		...	...	...	...	...	4,799	10·09	2·50	...	...	...	46·08	46·08	...	...	
38	J.	1903	Assam	9	...	...	...	...	779	13·76	13·62	...	...	...	33·15	...	...	...	
		1904		11	...	...	...	...	599	13 61	...	...	...	...	34·61	...	...	...	
		1905		12	...	...	...	...	864	13·61	...	...	...	...	35·90	...	...	...	
		1906		*	...	...	...	...	946	13 61	8·50	...	...	...	41·76	...	...	...	
		1902		...	...	21,469	...	...	2,091,992	...	...	402,442	...	...	...	...	...	...	
		1903†		...	...	17,696	...	...	2,203,583	...	...	497,185	...	...	...	...	...	...	
		1904‡		...	...	17,432	...	...	2,447,341	...	...	395,297	...	...	...	...	...	...	
	Total.		...																
		1905§		...	...	18,235	...	...	2,668,424	...	...	253,093	...	...	...	...	...	...	
		1906§		...	...	37,080	...	...	2,878,281	...	...	248,224	...	...	...	...	...	...	

* 12 miles from Steamer Ghat to Jorhat; 130 miles from Ledo to Moriani.

† Excluding the Bukhtiarpore-Behar, Ranaghat-Krishnagar, Thatôn-Duyinzaik, Howrah-Amta and Howrah-Sheakhala Light railways.

‡ Excluding the Bukhtiarpore-Behar, Thatôn-Duyinzaik, Howrah-Amta and Howrah-Sheakhala Light railways.

§ Excluding the Deochur and Baraset-Basirhat railways and the railways named in the remark.‡

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APPENDIX 28.

Coal mined in India during the calendar years 1885 to 1906.

Years.	Quantity mined in each Province.												Quantity of Indian coal consumed by railways in India.	Quantity of Indian coal exported by sea.		Quantity of Foreign coal imported into India.	
	Bengal.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Punjab.	Kashmir.	Baluchistan.	Rajputana (Bikaner).	Madras.	Burma.	Total.		To Indian ports, excluding Burma.	To ports outside India, including Burma.	From United Kingdom.	From other countries.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885.	1,123,700	119,116	43,707	7,698	...	...	...	...	...	...	...	1,294,221	486,716		500	778,643	40,659
1886.	1,186,902	117,287	70,859	13,539	...	...	...	...	...	...	...	1,388,487	470,075		199	698,482	44,652
1887.	1,319,090	126,981	89,502	15,497	3,259	7,523	...	411	...	...	...	1,564,063	488,774		315	786,149	43,010
1888.	1,380,594	157,768	101,528	41,580	13,382	11,249	...	2,802	...	...	...	1,708,903	551,770	Information is not available.	15,796	785,776	20,463
1889.	1,541,356	144,465	116,676	52,956	59,646	22,835	...	8,238	...	...	...	1,946,172	715,240		39,972	717,024	52,190
1890.	1,626,215	137,021	145,708	77,842	125,486	40,677	...	15,541	...	...	...	2,168,521	654,829		26,336	631,725	21,857
1891.	1,747,122	141,736	154,208	69,741	144,668	60,714	...	10,368	...	20	...	2,328,577	797,142		4,515	726,069	17,344
1892.	1,920,050	132,005	164,050	88,623	119,601	66,352	...	13,284	...	61	3,670	2,537,696	885,492		15,725	628,374	23,123
1893.	1,902,866	135,118	164,420	94,348	157,421	77,294	...	20,094	...	502	9,938	2,562,001	924,900		52,302	616,319	18,066
1894.	2,035,934	140,495	169,448	122,837	240,525	66,467	...	24,753	...	1,337	12,111	2,823,907	1,062,748	143,813	154,282	675,043	57,112
1895.	2,716,155	122,776	172,717	118,479	292,915	72,493	...	25,458	...	1,737	17,289	3,540,019	1,119,621	162,276	211,407	773,675	15,458
1896.	3,037,920	141,155	177,259	115,386	262,681	79,017	...	26,257	...	...	22,993	3,863,698	1,182,051	339,842	191,030	524,420	93,212
1897.	3,142,497	131,623	185,533	124,778	365,550	92,792	...	12,043	...	...	11,472	4,066,294	1,328,120	731,742	390,979	210,257	47,016
1898.	3,622,090	149,709	200,329	134,726	394,623	85,862	...	13,372	511	...	6,975	4,608,196	1,418,241	737,689	490,290	297,076	34,209
1899.	4,035,265	156,576	225,623	164,569	401,216	81,835	...	15,822	4,249	...	8,105	5,093,260	1,560,771	672,311	467,306	406,451	112,064
1900.	4,978,492	172,842	216,736	164,489	469,291	74,083	...	23,281	9,250	...	10,228	6,118,692	1,853,061	1,030,709	771,874	91,710	43,939
1901.	5,487,585	191,516	254,100	164,362	421,218	67,730	...	24,656	12,094	...	12,466	6,635,727	1,956,631	1,157,892	845,953	112,519	79,108
1902.	6,259,336	196,981	221,096	171,538	455,424	55,378	1,060	33,889	16,503	...	13,302	7,424,402	2,091,992	974,602	728,316	198,574	20,773
1903.	6,361,212	159,154	239,328	193,277	362,733	43,704	999	46,909	21,764	...	9,306	7,438,386	2,203,889	1,235,318	723,873	133,711	30,429
1904.	7,063,680	139,027	266,765	185,774	419,546	45,594	270	49,867	45,078	...	1,105	8,216,706	2,447,341	1,447,867	893,885	*176,705	*77,169
1905.	*7,234,103	147,265	277,065	157,701	454,294	62,622	...	*41,125	42,964	...	...	*8,417,739	2,668,424	1,635,263	1,144,680	*147,760	50,024
1906.	†8,096,393	93,848	285,490	170,293	467,924	73,009	...	42,164	32,372	...	1,222	†9,261,714	2,878,281	1,830,793	1,394,732	199,215	27,150

* Revised.
† Approximate.

APPENDIX 29.

State Collieries worked by Railway Companies or by the State.

Particulars.	Kurhurbaree and Serampore.		Warora.		Mohpani.		Dandot.		Khost.		Haranpur pressed fuel Factory.		Remarks.
	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	
Name of owner.	East Indian railway.		State.		Great Peninsula railway.	Indian railway.	North State	Western railway.	North State	Western railway.	Northern railway.	West-State way.	
Capital outlay Rs.	22,34,832	22,85,521	13,24,899	12,84,360	6,58,458	7,02,912	2,13,486	2,03,177	3,05,815	3,05,769	80,701	72,613	*East Indian railway.*—Capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880.
Large coal. Tons	512,150	510,044	93,306	24,714	19,192	24,210	28,624	28,947	4,959	852	...	...	
Small coal. Tons	19,226	26,060	29,709	7,613	...	...	25	140	296	73	...	...	
Slack coal. Tons	86,628	87,875	...	...	*3,806	*3,293	14,513	14,574	28,885	31,575	...	...	
Total. Tons	618,004	623,979	123,015	32,327	22,998	27,503	43,162	43,661	34,140	32,500	6,162	6,541	*Warora.*—The decrease in the capital outlay in 1906 was due to sinking fund credits. The working of the colliery has been abandoned from 1st May 1906.
Quantity issued Tons	627,020	649,959	122,843	32,498	23,383	25,944	43,162	43,661	34,140	32,500	6,162	6,541	*Mohpani.*—Purchased by the State with effect from the 1st July 1904.
Gross earnings Rs.	11,20,809	10,81,339	5,67,546	1,77,470	1,16,056	1,44,457	3,25,404	3,40,218	3,01,444	2,73,610	68,426	75,222	*Dandot.*—The decrease in the capital outlay in 1906 was due to depreciation on the cost of works completed up to the end of the year and to a reduction of the Stores Imprest Account.
Working expenses . Rs.	11,20,809	10,81,339	3,80,477	1,30,543	1,68,815	1,77,997	3,21,843	3,45,709	2,98,050	2,95,382	67,075	71,149	*Khost.*—The decrease in the capital outlay in 1906 was due to the charge for capital outlay being exceeded by annual depreciation.
Net earnings or loss . Rs.	...	...	1,87,069	46,927	—52,759	—33,540	3,561	—5,491	3,394	—21,772	1,351	4,073	*Haranpur.*—The decrease in the capital outlay in 1906 was due entirely to the amount written off for depreciation.
Percentage on capital.	...	...	14·12	3·65	...	...	1·66	...	2·75	...	1·67	5·61	*Splint coal.
Average number of persons employed daily.	3,370	6,900	957	413	689	790	1,360	1,340	719	704	7	12	
Number of tons raised per person employed.	74	90	125	78	34	35	32	33	48	46	2	1	
Number of persons killed.	1	1	...	...	...	...	1	...	5	5	...	...	
Number of persons injured.	10	10	4	2	1	1	4	4	1	1	...	...	

APPENDIX 30.

Accidents and casualties to trains on railways treated as one System during the calendar years 1905 and 1906.

Description.	Accidents reported to Local Governments under section 33 of the Indian Railways Act, IX of 1890, i.e., serious accidents.		Other accidents.		Total number of accidents.		Number of passengers and others. (Figures in italics were not passengers.) Killed.		Injured.		Number of servants. Killed.		Injured.		Total of all classes. Killed.		Injured.	
	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.
1. Collisions between passenger trains or parts of passenger trains	5	5	4	6	9	11	...	1	30	24	...	3	5	6	...	4	35	30
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	20	40	31	26	51	66	1	3	63	77 *4*	1	7	24	36	2	10	87	117
3. Collisions between goods trains or parts of goods trains	11	20	57	71	68	91	*1*	...	*4*	...	1	8	36	31	2	8	40	31
4. Collisions between light engines	3	1	32	43	35	44	...	...	...	...	2	...	5	5	2	...	5	5
5. Passenger trains or parts of passenger trains leaving the rails	74	74	84	79	158	153	...	...	5	17	...	1	10	4	...	1	15	21
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	7	9	365	385	372	394	...	1	...	*4*	...	...	5	4	...	1	5	8
7. Trains or engines travelling in the wrong direction through points	9	11	88	143	97	154	...	...	17	...	...	...	6	1	...	...	23	1
8. Trains running into stations or sidings at too high a speed	5	4	27	24	32	28	...	...	7	...	...	3	3	...	...	3	10	...
9. Trains running over cattle on the line	14	6	3,274	3,632	3,288	3,638	...	...	6	5	1	...	2	1	1	...	8	6
10. Trains running over obstructions on the line	15	18	165	162	180	180	1 *3*	1 *6*	... *5*	15 *12*	2	2	1	4	6	9	6	31
11. Trains running through gates at level crossings	1	...	27	35	28	35	...	*3*	...	...	...	...	...	2	...	3	...	2
12. The bursting of boilers of engines	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
12 (a) The bursting of tubes, etc., of engines	1	...	298	288	299	289	...	...	...	...	...	...	...	...	...	...	...	...
Carried over	165	188	4,454	4,894	4,619	5,082	2 *4*	6 *9*	122 *15*	137 *21*	7	24	97	24	13	39	284	252

APPENDIX 30—*concluded.*

Accidents and casualties to trains on railways treated as one System during the calendar years 1905 and 1906—concld.

Description.	Accidents reported to Local Governments under section 33 of the Indian Railways Act, IX of 1890, i.e., serious accidents.		Other accidents.		Total number of accidents.		Number of passengers and others, (figures in italics were not passengers.) Killed.				Number of servants. Killed.				Total of all classes. Killed.			
									Injured.									
	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.	1905.	1906.
Brought forward	165	183	4,454	4,894	4,619	5,082	2 *4*	6 *9*	122 *15*	137 *21*	7	24	97	94	13	39	234	252
13. The failure of machinery, springs, etc., of engines	3	...	813	756	816	756	...	...	...	...	1	1	1	...	1	1	1	...
14. The failure of tyres	...	...	13	5	13	5	...	...	...	...	...	...	...	3	...	...	...	3
15. Ditto of wheels	...	...	7	16	7	16	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	10	6	59	71	69	77	...	...	...	...	...	...	...	1	...	...	...	1
17. Ditto of brake apparatus	...	1	4	6	4	7	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	2	6	330	353	332	359	...	...	...	29	...	1	3	4	...	1	5	33
19. Ditto of tunnels, bridges, viaducts, culverts, etc	...	...	4	3	4	3	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	1	1	158	130	159	131	...	...	...	...	...	...	1	...	...	...	1	...
21. The flooding of portions of permanent-way	39	36	106	158	145	194	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	7	10	55	64	62	74	...	...	...	1	2	1	1	...	2	1	1	1
23. Fire in trains	2	3	209	150	211	153	1	3	1	2	...	1	...	1	1	4	1	3
24. Fire at stations, or involving injury to bridges or viaducts	2	10	57	52	59	62	*1*	2	...	...	...	3	1	5	1	5	1	5
25. Other accidents	18	31	605	721	623	752	...	...	17	25 *1*	5	8	9	40	5	8	26	66
Total	249	292	6,874	7,379	7,123	7,671	3 *5*	9 *11*	140 *15*	194 *22*	15	39	115	148	23	59	270	364

Numerical return of servants of all races employed on each railway system (open lines only) and

Number.		Railway system. (*Vide* Appendix 38)	Number of servants employed.							
			Europeans.		Eurasians.		Natives.		Total.	
Main head.	Sub-head.		1905, Revised.	1906.	1905, Revised.	1906.	1905, Revised.	1906.	1905, Revised.	1906.
1	...	Bengal-Nagpur	447	545	754	726	23,757	28,494	24,958	29,765
2	(*a*) to (*f*) & (*n*) & (*o*).	Bombay, Baroda and Central India	237	229	271	217	15,783	16,384	16,291	16,830
3	...	Eastern Bengal State	327	379	411	517	26,752	30,516	27,490	31,412
4	...	East Indian	1,506	1,534	1,026	1,064	76,497	82,221	79,029	84,819
5	...	Great Indian Peninsula	1,103	1,138	993	971	65,617	67,710	67,713	69,819
6	...	Madras	268	308	1,616	1,666	24,386	25,667	26,270	27,641
8	...	Nizam's Guaranteed State	72	90	382	390	7,634	7,854	8,088	8,334
9	...	North Western State	888	986	718	743	61,660	64,357	63,266	66,086
10	...	Oudh and Rohilkhand State	317	322	359	311	21,273	21,860	21,949	22,493
11	...	Assam-Bengal	85	84	95	103	5,774	6,311	5,954	6,498
12	...	Bengal and North-Western	166	173	195	237	20,022	21,779	20,383	22,189
13	...	Bengal Docars	4	4	4	4	1,170	1,167	1,178	1,175
14	...	Bhavnagar-Gondal-Junagad-Porbandar	9	7	30	30	2,661	2,742	2,700	2,779
15	...	Burma	209	160	616	607	13,673	15,105	14,498	15,872
16	...	Deoghur	...	...	1	1	66	66	67	67
17	...	Dibru-Sadiya	9	9	...	...	983	1,053	992	1,062
18	...	Jodhpur-Bikaner	11	11	6	4	3,515	3,771	3,532	3,786
19	...	Morvi	1	1	2	2	388	388	391	391
2	(*g*) to (*m*)	Rajputana-Malwa	444	462	489	513	28,072	28,154	29,005	29,129
20	...	Rohilkund and Kumaon	27	25	19	24	3,450	3,571	3,496	3,620
21	...	South Indian	157	158	748	717	15,028	15,143	15,933	16,018
22	...	Southern Mahratta	188	170	422	459	15,003	15,358	15,613	15,987
23	...	Udaipur-Chitor	2	2	...	...	368	362	370	364
24	...	Baraset-Basirhat Light	...	...	1	1	169	153	170	154
25	...	Barsi Light	2	2	4	6	178	350	184	358
26	...	Bukhtiarpore-Behar Light	1	1	...	...	111	115	112	116
27	...	Cutch	1	1	...	...	55	55	56	56
30	...	Kalka-Simla	16	17	...	...	312	325	328	342
32	...	Tarakeshwar-Magra Light	...	...	1	1	225	228	226	229
33	...	Tezpore-Balipara Light	2	2	2	2	188	190	192	194
35	...	Darjeeling-Himalayan	24	24	10	9	865	894	899	927
36	...	Howrah-Amta Light	5	5	1	1	370	445	376	451
37	...	Howrah-Sheakhala Light	...	...	...	...	104	95	104	95
38	...	Jorhat	1	1	...	...	214	225	215	226
		Total	6,529	6,850	9,161	9,326	436,323	463,108	452,033	479,284

DIX 31.

the amounts deposited by them in the Provident Fund at the close of the calendar year 1906.

Amount deposited in Provident Fund.						Remarks.
Number of depositors.		Amount at credit on the 31st December 1905.				
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
		Rs.	Rs.	Rs.	Rs.	
286	4,338	1,99,773	12,12,186	9,22,107	23,34,066	
2	3,119	26,549	17,22,852	18,14,663	35,64,064	Excludes the Provident Fund transactions of the Godhra-Ratlam-Nagda railway which are included with those of the Rajputana-Malwa railway.
175	5,933	25,000	14,35,741	12,35,708	26,96,449	
7,128	10,420	...	...	...	1,40,67,987	Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
3	8,057	1,027	1,03,78,634	...	1,03,79,661	The bonus given by the railway is included in the amount at the credit of voluntary and compulsory depositors.
117	6,510	1,30,543	19,57,419	15,90,157	36,78,119	
...	1,440	...	6,01,902	5,45,136	11,47,038	
449	8,941	1,00,269	35,50,260	31,88,433	68,38,962	
148	3,302	31,351	10,08,543	8,63,414	19,03,308	
...	1,122	...	2,81,284	1,61,239	4,42,523	
10	2,294	69,161	8,70,907	8,21,088	17,61,156	
...	180	...	33,744	27,294	61,038	
170	479	35,874	2,05,640	1,50,087	3,91,601	
...	3,038	...	9,66,962	7,71,060	17,38,022	
...	...	...	...	...	...	
...	...	...	...	...	...	
33	396	6,577	91,099	81,933	1,79,609	
...	77	...	19,415	2,801	22,216	
*	*	*	*	*	*	* Information not available owing to destruction of records by fire.
1	564	123	1,71,073	1,46,872	3,18,068	
22	2,951	8,048	12,33,921	7,05,838	19,47,807	
...	3,768	...	13,92,399	7,06,442	20,98,841	
...	33	...	7,710	3,596	11,306	
...	19	...	993	840	1,833	
...	...	...	...	...	...	
...	18	...	1,553	1,133	2,686	
...	...	...	...	...	...	
1	160	50	7,516	6,908	14,474	
...	...	...	...	...	...	
...	...	...	...	...	...	
...	145	...	1,34,930	76,912	2,11,842	
...	86	...	13,541	6,119	19,660	
...	12	...	2,268	1,463	3,731	
10	30	1,010	6,848	3,731	11,589	
8,555	67,432	6,35,355	2,73,09,340	1,38,34,974	5,58,47,606	

APPENDIX 32.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1906.

Number.		Corps.	Enrolled strength.						Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including servants on construction work.	Total number of European and Eurasian servants on open lines of railway.	Sergeant Instructors furnished by the Army.	
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
1	...	Bengal-Nagpur	36	118	1,012	22	1,188	1,271	10	
2	(*e*) to (*f*) & (*n*) & (*o*)	Bombay, Baroda and Central India— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	18	92	442	3	555	446	5	
3	...	Eastern Bengal State	18	94	712	10	834	896	4	
4	...	East Indian	76	207	2,097	36	2,416	2,598	18	
5	...	Great Indian Peninsula— *First Battalion, Great Indian Peninsula Railway Volunteer Rifles* ...	47	193	1,261	11	1,512	2,109	18	
6	...	Madras	45	197	1,286	32	1,560	1,974	12	
8	...	Nizam's Guaranteed State— *Hyderabad Volunteer Rifles* ...	8	23	152	30	213	480	3	
9	...	North Western State	44	140	1,034	53	1,271	1,729	12	
10	...	Oudh and Rohilkhand State— *Oudh and Rohilkhand Railway Volunteer Rifles*	15	74	433	10	532	683	4	
		Oudh and Rohilkhand Railway Reservists	2	6	59	...	67		...	
		Oudh Light Horse	...	1	1	...	2		...	
11	...	Assam-Bengal...	18	27	223	...	268	187	3	
12	...	Bengal and North-Western— *Bengal and North-Western Railway Volunteer Rifles*	22	45	260	...	327	410	5	
		United Provinces Light Horse, Gorakhpur Squadron	2	7	35	1	45		1	
14	...	Bhavnagar-Gondal-Junagad-Porbandar— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company*	1	7	22	...	30	37	1	
15	...	Burma	23	88	635	28	774	767	9	
19	...	Morvi— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company* ...	...	1	1	...	2	3	...	
3	(*g*) to (*m*)	Rajputana-Malwa— *Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	29	91	656	7	783	975	11	
20	...	Rohilkund and Kumaon— *Bengal and North-Western Railway Volunteer Rifle Corps* ...	...	2	32	2	36	49	1	
21	..	South Indian	27	72	503	5	607	875	8	
22	...	Southern Mahratta	25	130	608	...	763	629	7	
23	...	Udaipur-Chitor— *Bombay, Baroda and Central India Railway Volunteer Rifles* ...	...	1	1	...	2	2	...	
32	...	Tarakeshwar-Magra— *East Indian Railway Volunteer Rifles* ...	...	...	1	...	1	1	...	
35	...	Darjeeling-Himalayan— *Northern Bengal Mounted Rifles, "A" and "B" Troops* ...	1	3	13	...	17	33	1	
		Total ...	457	1,619	11,479	250	13,805	16,104	128	

APPENDIX 33.

Strength and cost of the Police force on each Railway system (open lines), and the amount of compensation payments on account of claims for goods lost or damaged, for the calendar year 1906.

Number.		Railway system. (*Vide* Appendix 38.)	Subordinate officers.	Constables and men.	Portion of the total annual cost borne by the Railway.				Cost of force to the railway per mile open.	Compensation payments on account of claims for goods lost or damaged.	Remarks.
Main head.	Sub-head.				Supervision.	Constables and men.	Contingencies.	Total cost of force to the railway.			
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	Bengal-Nagpur	15	836	17,953	59,554	4,953	82,460	40·16	48,887	
2	(*a*), (*c*) to (*f*) & (*n*) & (*o*).	Bombay, Baroda and Central India.	79	578	28,051	63,939	7,625	99,615	115·86	44,334	
3	...	Eastern Bengal State	109	976	780	75,401	85	76,269	57·41	1,63,695	
4	...	East Indian	78	2,105	61,395	1,58,638	48,257	2,68,290	110·48	73,872	
5	...	Great Indian Peninsula	38	1,660	68,667	1,41,539	21,351	2,31,557	77·26	1,03,657	
6	...	Madras	23	783	14,506	89,991	9,674	1,13,271	71·10	6,854	
8	...	Nizam's Guaranteed State	3	391	17,631	40,014	4,200	61,843	83·27	1,330	
9	...	North Western State	...	1,563	...	1,50,992	1,116	1,52,108	35·31	1,45,271	
10	...	Oudh and Rohilkhand State	9	659	5,728	47,752	1,742	55,222	41·70	20,537	
11	...	Assam-Bengal	5	229	8,603	17,767	1,814	28,184	36·56	3,020	
12	...	Bengal and North-Western	20	655	3,130	59,754	1,171	64,055	41·42	6,329	
13	...	Bengal Dooars	...	10	...	1,068	...	1,068	6 98	491	
14	...	Bhavnagar-Gondal-Junagad-Porbandar.	26	123	16,787	11,198	6,607	34,592	75·95	472	
15	...	Burma	87	489	29,937	75,697	18,179	1,23,743	92·34	16,229	
18	...	Jodhpur-Bikaner	3	44	1,869	4,217	614	6,700	8·04	6,072	
2	(*b*) & (*g*) to (*m*).	Rajputana-Malwa	117	1,022	37,200	82,443	10,142	1,29,885	59·55	59,947	
19	...	Morvi	6	14	658	5,695	240	6,593	69·66	22	
20	...	Rohilkund and Kumaon	12	172	1,741	13,548	1,487	16,776	47·27	1,207	
21	...	South Indian	...	247	...	71,953	...	71,953	52·89	5,066	
22	...	Southern Mahratta	14	753	22,790	87,946	8,750	1,19,486	71·47	8,059	
27	...	Barsi Light	1	7	256	772	25	1,053	13·41	53	
30	...	Kalka Simla	1	44	329	2,901	40	3,270	55·01	632	

APPENDIX 34.

Transactions of the Fine Funds for the calendar year 1906.

Number.		Railway system. (*Vide* Appendix 38.)	Assets.				Disbursements.						Balance on 31st December 1906.
Main head.	Sub-head.		Balance on 31st December 1906. (Revised.)	Fines and bonus forfeited during 1906.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur	28,718	18,439	745	47,902	...	...	1,235	4,300	6,595	12,130	35,772
2	(a),(c) to (f) & (n) & (o).	Bombay, Baroda and Central India	2,622	5,890	64	8,576	107	607	240	860	5,622	7,436	1,140
3	...	Eastern Bengal State	12,878	10,501	392	23,771	...	242	3,510	6,183	1,659	11,594	12,177
4	...	East Indian	1,06,719	16,481	3,072	1,26,272	...	233	2,319	18,035	24,420	45,007	81,265
5	...	Great Indian Peninsula	16,641	15,826	594	33,061	...	4,067	1,120	2,432	15,330	22,949	10,112
6	...	Madras	1,06,978	10,454	4,100	1,21,532	105	10,327	2,758	114	17,380	30,684	90,848
8	...	Nizam's Guaranteed State	9,410	2,584	331	12,325	...	...	120	...	772	892	14,433
9	...	North Western State	17,446	21,993	594	40,033	...	148	8,465	10,704	3,863	23,180	16,853
10	...	Oudh and Rohilkhand State	8,309	10,083	275	18,667	...	...	...	600	3,537	4,146	14,521
11	...	Assam-Bengal	9,662	10,753	...	20,415	...	130	661	3,816	7,193	11,800	8,615
12	...	Bengal and North-Western	90,083	13,378	1,424	1,05,445	...	63	1,125	1,593	5,186	7,967	97,478
13	...	Bengal Docars	1,618	657	41	2,316	...	...	142	505	...	647	1,669
14	...	Bhavnagar-Gondal-Junagad-Porbandar	6,120	894	196	7,210	...	100	...	639	673	1,412	5,798
15	...	Burma	6,999	20,758	...	27,757	...	50	2,571	7,369	13,095	23,085	4,672
18	...	Jodhpur-Bikaner	6,810	2,724	...	9,534	...	...	225	733	...	958	8,576
19	...	Morvi	1,549	45	...	1,594	...	114	...	...	5	119	1,475
2	(b) & (g) to (m).	Rajputana-Malwa	Information not available owing to destruction of records by fire.										
20	...	Rohilkund and Kumaon	29,549	3,049	983	33,581	...	...	...	940	...	940	32,641
21	...	South Indian	1,48,648	6,970	4,390	1,60,008	153	925	564	8,893	1,350	11,885	1,48,143
22	...	Southern Mahratta	1,766	4,653	39	6,458	9	200	1,291	2,425	475	4,400	2,058
23	...	Udaipur-Chitor	349	68	...	417	...	...	...	...	...	...	417
24	...	Baraset-Basirhat Light	...	78	...	78	...	...	...	...	78	78	...
26	...	Bukhtiarpore-Behar Light	...	34	...	34	...	...	...	...	34	34	...
30	...	Kalka-Simla	547	396	...	943	...	...	...	240	23	263	680
32	...	Tarakeshwar-Magra Light	...	13	...	13	13	...	...	...	...	13	...
33	...	Tezpore-Balipara Light	16	67	...	83	...	...	56	...	...	56	27
35	...	Darjeeling-Himalayan	196	103	...	299	...	...	...	150	27	177	122
36	...	Howrah-Amta Light	...	223	...	223	...	...	...	...	223	223	...
37	...	Howrah-Sheakhala Light	...	39	...	39	...	...	...	...	39	39	...
38	...	Jorhat	373	106	11	490	...	...	...	...	120	120	370

APPENDIX 35.

Railway and Railway Aided Schools at the close of the calendar year 1906.

Number. Main head.	Number. Sub-head.	Railway system. (*Vide* Appendix 38.)	Railway schools. Number of schools.	Attendance. Children. Number on the rolls.	Attendance. Children. Average daily attendance.	Attendance. Apprentices and workmen. Number on the rolls.	Attendance. Apprentices and workmen. Average daily attendance.	Contributions. By Government.	Contributions. By Railway. From Revenue.	Contributions. By Railway. From Fine Fund.	Contributions. By school fees.	Contributions. Total.	Expenditure.	Railway aided schools. Number of schools.	Average daily attendance. Children.	Average daily attendance. Apprentices and workmen.	Railway grant. From Revenue.	Railway grant. From Fine Fund.	Remarks.
								Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	
1	...	B. N. European	6	241	156	...	...	4,127	3,500	400	4,353	12,380	12,282	3	63	...	900	...	
		B. N. Native	3	244	194	...	...	...	875	835	905	2,615	3,752	...	...	...	...	...	
2	(a) to (f) & (i) & (o)	B. & C. I. European	3	79	58	6	5	526	3,260	165	2,375	6,326	6,223	18	62	...	3,123	...	
		B. & C. I. Native	2	10	7	18	16	239	393	75	225	932	883	...	...	...	...	...	
3	...	E. B.S. European	...	...	...	...	...	...	...	...	...	...	...	5	109	27	2,449	2,449	
		E. B.S. Native	5	96	73	269	91	...	1,081	...	...	1,081	1,081	13	373	...	1,061	1,061	
4	...	E.I. European	19	848	767	90	71	17,345	23,982	...	92,134	1,33,461	1,31,824	4	160	...	1,629	...	
		E.I. Native	67	2,637	1,865	3,166	1,203	3,198	3,550	2,139	12,434	21,321	20,934	1	259	...	...	180	
5	(a)	G. I. P. European	5	255	210	...	...	2,769	12,943	833	2,678	19,223	19,223	8	76	...	3,615	163	
		G. I. P. Native	...	...	...	...	...	...	...	...	...	...	...	12	434	...	2,373	...	
5	(b) to (f)	I. M. European	2	108	70	...	...	1,120	4,679	124	1,222	7,145	7,145	2	8	...	46	...	
6	...	M. European	9	405	344	...	...	4,251	23,473	2,758	4,294	34,776	35,344	14	187	..	4,754	...	
8	(a) & (b)	N. G. S. European	2	78	60	...	...	...	1,668	...	539	2,207	1,819	3	130	...	510	...	
		N. G. S. Native	2	72	57	12	6	...	1,027	...	173	1,200	1,033	6	421	...	540	120	
9	...	N. W. European	2	87	67	13	12	2,259	2,651	749	740	6,399	6,663	18	405		14,148	3,902	In addition to these grants from the Fine Fund, the North Western State railway also contributed Rs. 2,794 for the "Oakgrove School" at Mussoorie and Rs. 62 to the Cathedral Orphanage, Lahore.
		N. W. Native	25	120	98	2,339	493	...	5,298	160	278	5,736	4,811	4	194	2	2,108	707	
10	...	O. & E. European	4	46	38	37	33	525	2,681	...	1,038	4,244	3,206	17	76	...	7,915	...	
		O. & E. Native	3	...	...	91	33	...	362	...	...	362	362	3	142	...	1,189	...	
11	...	A. B. European	1	8	6	...	...	343	1,200	153	86	1,787	1,566	...	...	...	...	...	
		A. B. Native	...	...	...	...	...	...	...	...	...	...	...	2	85	...	...	508	
12	...	B. & N. W. European	2	70	61	...	...	1,570	2,760	1,125	961	6,416	5,623	...	...	...	...	...	
		B. & N. W. Native	...	...	...	...	...	...	...	...	...	...	...	2	43	...	324	...	
13	...	B. D. Native	...	...	...	...	...	...	...	...	...	...	...	1	18	...	...	142	
14	...	B. G. J. P. European	1	25	16	...	...	...	996	...	398	1,394	1,273	...	...	...	...	...	
		B. G. J. P. Native	2	89	72	...	...	...	584	...	249	833	821	...	...	...	...	...	
15	...	B. European	3	67	45	18	17	2,010	75	675	1,476	4,236	4,117	16	33	...	423	423	
		B. Native	2	140	95	17	16	2,444	415	1,195	2,214	6,268	5,389	13	37	...	278	278	
17	...	D. S. Native	1	63	50	...	...	...	300	...	502	802	1,627	...	...	...	...	...	
18	...	J. B. Native	1	12	8	...	...	...	...	225	...	225	225	...	...	...	...	...	
8	(c)	H. G. V. European	2	50	35	...	...	...	737	...	240	977	772	...	...	...	...	...	
		H. G. V. Native	...	...	...	...	...	...	...	...	...	...	...	1	33	...	120	...	
2	(g) to (m)	E. M. European	7	177	138	95	86	2,415	3,816	3,120	4 278	13,129	13,010	1	65	...	180	...	
		E. M. Native	5	258	206	80	74	960	586	1,447	2,245	5,238	5,230	...	...	...	...	...	
21	...	S. I. European	4	162	120	3	3	1,240	4,352	564	827	6,983	4,916	...	...	...	...	...	
		S. I. Native	1	58	44	...	...	115	470	...	202	787	470	...	...	...	...	...	
22	...	S. M. European	9	212	179	...	...	831	5,939	80	1,561	8,411	8,440	7	304	...	...	850	
		S. M. Native	6	181	150	103	35	156	1,050	250	1,293	2,849	2,516	1	103	...	...	111	
33	...	T. B. Native	1	...	...	29	9	...	32	56	...	88	88	...	...	...	...	...	
		Total ...	207	6,898	5,289	6,391	2,203	48,448	1,14,235	17,128	1,40,520	3,20,331	3,12,653	175	3,780	29	48,085	10,98	

APPENDIX 38.

History of open lines of railways, and of lines under construction or sanctioned for commencement, on the 31st December 1906.

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APPENDIX 38.

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—**

Chairman—SIR SAMUEL HOARE, BART.

Managing Director—R. MILLER, ESQ.

Offices—132, Gresham House, Old Broad Street, London.

Lines comprising the system.—The Bengal-Nagpur railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(a)	Bengal-Nagpur railway (5′ 6″ gauge)	1,932·58	399·50	1,782·08
	East Coast (State) railway, Northern section (5′ 6″ gauge)	311·93	...	311·93
(b)	Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)	245·05	45·62	290·67
(c)	Mourbhanj railway (2′ 6″ gauge)	32·41	...	32·41
(d)	Parlakimedi Light railway (2′ 6″ gauge)	24·62	...	24·62
(e)	Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)	56·94	...	56·94
(f)	*Gondia-Chanda* (2′ 6″ gauge)	...	212·40	212·40
(g)	*Purulia-Ranchi* (2′ 6″ gauge)	...	72·28	72·28
	Total	2,053·53	729·80	2,783·33

Running powers—

	Miles.
Home line over Foreign lines :—	
At Katni, East Indian railway } for passenger and goods trains	0·30
At Asansol „ „ „ }	0·50
At Howrah „ „ „ for passenger trains only	1·00
At Nagpur, Great Indian Peninsula railway } for passenger and goods trains.	0·65
Waltair to Vizagapatam, including wharf and swamp lines, Southern section, East Coast (State) railway }	4·97
Total	7·42
Foreign line over Home line :—	
Great Indian Peninsula railway at Katni (for passenger trains only)	1·60

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—

Details of construction—

The open mileage of the Bengal-Nagpur railway, 5′ 6″ gauge, amounts to 1,694·51 miles, which may be divided into (*1*) *Bengal-Nagpur railway proper*, main line (Asansol to Nagpur), 626·83 miles, branches, 755·75 miles; and (*2*) *Northern section of the old East Coast (State) railway*, main line (Barang to Waltair), 284·75 miles, branch, 27·18 miles. Of this 71·5½ miles are double line. Besides these, 355·50 miles were under construction and 44 miles, Sini to Gurumaishini were sanctioned for construction but not commenced.

The construction of the first portion of the main line, Asansol to Nagpur, was sanctioned in 1884 and opened through in 1891. The Sini-Howrah section was opened in 1900.

Permanent-way.—The line is laid with 75-lb. and 85-lb. steel rails on transverse wooden, steel and cast iron pot sleepers.

Ballast.—The line is ballasted throughout with stone, except for a few miles on the Chakardharpore district where laterite is used.

Fencing.—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

Curves.—On the main line there are no curves sharper than 1,000 feet radius.

Gradients.—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction.

Terms of contracts—

The Bengal-Nagpur railway is worked under the following contracts :—

Contracts of—9th March 1887.—Bengal-Nagpur Railway Company's principal contract.

31st December 1891.—Contract for the construction and working of a branch line from Jharsuguda (Sambalpur Road) station on the main line to Sambalpur.

27th June 1901.—As to the raising of debenture capital for the construction of the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.

23rd January 1902.—Contract for the construction and working of the Raipur-Dhamtari (2′ 6″ gauge) feeder line with a branch to Rajim; an extension (5′ 6″ gauge) from Sini *viâ* Midnapore to Howrah, with branches from Midnapore to Cuttack and the Jharia coal-fields; a line (2′ 6″ gauge) from Gondia to Jubbulpore with branches from Nainpur to Mandla, Nainpur to Chhindwara; and for the working of the Northern section of the East Coast (State) railway as part of the undertaking.

The general conditions of the contracts are as follows :—

Government aid.—Free grant of land and guarantee of interest in sterling at 4 per cent. per annum on £3,000,000 share capital. On any further capital that may be required the guarantee to be 4 per cent. or such other rate as may be agreed upon.

Terms of contracts.—The contracts provide for the Company raising £3,000,000; any further money required being provided either by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such periods and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contracts, all moneys raised by the Company become the absolute property of the Secretary of State.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Currency of contracts:—

(1) *Principal contract.*—Government may determine the contract by giving twelve months' previous notice on the 31st December 1913 or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line be worked at a loss. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay at par the amount of the share capital which has been paid in by the Company.

(2) *Sambalpur branch contract.*—The contract for this branch brings it within the provisions of the original contract of 9th March 1887; but provides that the Government may purchase the branch at any time after 1st January 1895 on giving twelve months' notice.

(3) *Contract of 23rd January 1902: Northern section, East Coast (State) railway.*—Government may, at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances, without compensation in respect of such retransfer.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting working expenses—which may include any single item of capital expenditure classed as a 'Minor Work,' up to Rs. 1,000 but not exceeding Rs. 2,000 at the discretion of the Consulting Engineer subject to a maximum charge on such account of Rs. 20 per mile of the open system in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision—three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between the Company and Government in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast (State) railway, bear to the gross earnings of the latter section.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates. The Madras Railway Company has the power to quote through rates in the direction of Madras from Bengal-Nagpur railway stations between Cuttack and Waltair. The Bengal-Nagpur Railway Company similarly has power to quote rates from Madras railway stations, Tadepalli and Cuttack, in the direction of Calcutta.

Statistics of working—See page 115.

1 (*b*) Jubbulpore-Gondia extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Details of construction—

The open mileage of the Jubbulpore-Gondia extension amounts to 245·05 miles, which may be divided into main line (Jubbulpore to Gondia), 140·94 miles, and branches, 104·11 miles. There are still 13·48 miles (Pench Valley railway) and 32·14 miles (Mandla branch), under construction. The construction of the line was sanctioned in 1901 and it was opened in July 1904.

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with stone, except between Seoni and Chhindwara where good black basalt has been used.

Fencing.—Only important station yards are fenced.

Curves.—The sharpest curve is of 409 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The line is an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—See page 115.

1 (*c*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Details of construction—

This branch is 56·94 miles in length and consists of the main line (Raipur to Dhamtari), 45·74 miles, and the branch (Abhanpur to Rajim), 11·20 miles. It was sanctioned in 1897 and opened in 1900.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Moorum or sand and stone in a few cuttings.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 409 feet radius, at Raipur station.

Gradients.—The ruling gradient of the line is 1 in 200.

Terms of contracts—

The line is an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working.—See page 115.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

Statistics of working—

TABLE I.

[BENGAL-NAGPUR RAILWAY, INCLUDING THE NORTHERN SECTION OF THE EAST COAST (STATE) RAILWAY, THE JUBBULPORE-GONDIA EXTENSION AND THE RAIPUR-DHAMTARI BRANCH.]

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Interest.	Company's share of net earnings.*	Gain or loss to the State.
	Rs.	Rs.	Rs.	...	Rs.	Rs.	Rs.
1879	23,62,990	...	...	...	83,911	...	—83,911
1880	55,49,511	1,03,959	28,215	0·51	1,58,894	...	—1,30,389
1881	73,05,710	2,81,529	66,056	0·90	2,62,932	...	—1,96,876
1882	90,64,388	6,04,386	1,53,171	2·09	3,39,967	...	—1,50,796
1883	90,43,580	13,20,021	6,83,860	7·09	3,73,283	...	+3,10,577
1884	1,06,34,112	13,23,014	6,53,030	6·19	4,24,400	...	+2,33,630
1885	1,50,56,406	14,14,889	4,93,575	3·28	5,86,281	...	—92,706
1886	1,51,70,455	14,24,521	5,33,514	2·94	7,29,554	...	—1,96,041
1887	2,42,30,937	14,47,705	3,03,207	1·25	13,35,563	...	—10,32,356
1888	5,23,92,291	16,09,195	5,62,971	1·07	22,17,333	...	—16,54,362
1889	7,08,75,450	19,96,930	4,03,160	0·57	29,96,364	...	—25,93,204
1890	8,14,66,762	28,64,578	5,47,463	0·67	33,88,382	...	—28,41,389
1891	9,08,04,164	54,57,356	26,84,453	2·96	35,05,676	...	—8,21,223
1892	9,56,14,736	60,33,563	30,08,166	3·15	39,05,345	...	—8,97,179
1893	9,80,08,424	64,17,751	32,62,220	3·33	43,97,594	...	—11,35,374
1894	9,81,73,789	66,90,648	32,58,414	3·32	45,83,993	...	—13,25,579
1895	9,88,94,777	68,74,740	35,41,443	3·58	48,56,870	...	—13,15,356
1896	11,05,80,319	63,68,325	29,27,669	2·65	48,27,501	...	—18,99,835
1897	13,04,58,784	62,00,309	29,79,559	2·28	51,35,240	...	—21,55,681
1898	14,67,03,520	68,79,193	33,53,854	2·29	54,23,186	...	—20,59,332
1899	16,65,90,365	90,78,480	47,21,814	2·83	59,75,853	...	—12,54,039
1900	17,41,74,604	1,29,75,226	77,13,050	4·43	64,90,977	...	+12,22,413
1901	21,19,23,276	1,30,77,769	61,48,648	2·90	79,68,163	1,78,810	—20,18,325
1902	22,51,91,979	1,42,18,227	69,79,346	3·10	85,44,311	41,604	—16,06,569
1903	24,97,58,944	1,55,47,702	70,45,255	2·82	89,66,131	4,067	—19,24,943
1904	26,14,35,453	1,89,12,137	95,87,326	3·67	95,41,624	355	+45,347
1905	†27,33,72,570	2,44,70,900	1,34,04,052	4·90	1,00,32,218	...	+33,71,734
1906	†28,49,48,552	2,69,47,181	1,41,51,252	4·97	1,03,41,779	6,73,547	+31,35,926

TABLE II.

Calendar year.	Nagpur-Chattisgarh, 3′ 3⅜″.		Katni-Umaria, 5′ 6″.		(a) Bengal-Nagpur, 5′ 6″.		(b) & (c) Jubbulpore-Gondia extension and Raipur-Dhamtari branch, 2′ 6″.	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings	Earnings per mile per week	Pro: of exp: to earnings	Earnings per mile per week	Pro: of exp: to earnings.
	Rs.		Rs.		Rs.		Rs.	
1879	...	...	...	...	...	...	...	...
1880	51	79·54	...	...	...	...	...	...
1881	87	76·53	...	...	...	...	...	...
1882	114	68·70	...	...	...	...	...	...
1883	170	48·19	...	...	...	...	...	...
1884	171	57·82	...	...	...	...	...	...
1885	183	65·12	...	...	...	...	...	...
1886	184	62·51	37	104·35	...	...	...	...
1887	177	59·09	41	116·41	...	...	...	...
1888	...	...	...	...	164	67·58	...	...
1889	...	...	...	...	131	80·93	...	...
1890	...	...	...	...	101	86·89	...	...
1891	...	...	...	...	129	50·81	...	...
1892	...	...	...	...	141	50·55	...	...
1893	...	...	...	...	144	49·17	...	...
1894	...	...	...	...	149	51·30	...	...
1895	...	...	...	...	153	48·49	...	...
1896	...	...	...	...	142	54·03	...	...
1897	...	...	...	...	138	51·94	...	...
1898	...	...	...	...	143	51·10	...	...
1899	...	...	...	...	152	47·96	...	...
1900	...	...	...	...	207	40·56	...	...
1901	...	...	...	...	161	52·88	25	73·13
1902	...	...	...	...	176	51·09	21	77·27
1903	...	...	...	...	178	54·63	21	61·93
1904	...	...	...	...	210	43·97	31	67·72
1905	...	...	...	...	270	44·53	42	71·93
1906	...	...	...	...	295	46·83	56	65·56

1 (*c*) Mourbhanj railway (2′ 6″ gauge)—

Details of construction—

This railway is 32·41 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

Permanent-way.—The line is laid with 30-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with screened laterite, gravel and broken laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The line is worked under an agreement between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company, approved in Railway Board's letter No. 223 R.T. of the 10th March 1905.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Maharaja of Mourbhanj.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

Statistics of working—

Calendar year.	TABLE I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	TABLE II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1905	6,21,895	31,494	7,422	1·19	20	76·43
1906	6,94,892	44,825	21,888	3·15	27	51·17

* Based on actual receipts and payments during the year.

† Includes the Gondia-Chanda and Purulia-Ranchi railways.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*concld.*

1 (*d*) Parlakimedi Light railway (2′ 6″ gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur railway from the 1st January 1902.

Details of construction—

This railway is 24·62 miles long. Its construction was sanctioned in 1898 and it was opened in 1900. It runs from Naupada to Parlakimedi.

Permanent-way.—The line is laid with 30-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted throughout with laterite, gravel and stone.

Fencing.—Short lengths of fencing have been provided in a few places where the railway in cutting runs alongside the road.

Curves.—There are no curves of less than 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The Parlakimedi Light railway is worked under an agreement, dated the 24th January 1905, between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company.

The general conditions of the agreement are as follows:—

Government aid.—Nil. The line is the property of the Raja of Parlakimedi.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1903	7,10,974	16,633	—9,265	...	13	155·70
1904	7,10,974	20,675	—1,301	...	16	106·29
1905	7,10,975	27,181	+4,481	0·63	21	83·51
1906	7,12,466	21,493	—9,703	...	17	145·14

1 (*f*) Gondia-Chanda railway (2′ 6″ gauge)—

Details of construction—

This railway, which runs from Gondia to Chanda (148·65 miles), with a branch from Pauni to Nagpur (63·75 miles), total length 212·40 miles, was sanctioned in 1904 and work was started in November 1905.

1 (*g*) Purulia-Ranchi railway (2′ 6″ gauge)—

Details of construction—

This railway, which runs from Purulia to Ranchi (72·28 miles), was sanctioned in 1905, and construction was commenced in November of that year

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (o)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—

Chairman—Colonel Sir W. S. S. Bisset, K.C.I.E., R.E.

Secretary—Colonel W. V. Constable, R.E.

Offices.—Gloucester House, Bishopsgate Street without, London, E.C.

Lines comprising the system—The Bombay, Baroda and Central India railway system is made up of—

		Open line. Miles.	Under construction or sanctioned for construction. Miles.	Total. Miles.
(*a*) Bombay, Baroda and Central India railway	(5′ 6″ gauge) 465·12 (3′ 3½″ gauge) 39·23	504·35	...	504·35
(*b*) Godhra-Ratlam-Nagda railway	(5′ 6″ gauge)	141·14	...	141·14
(*c*) Nagda-Ujjain railway	(5′ 6″ gauge)	34·32	...	34·32
(*d*) Petlad-Cambay railway (Anand-Tarapur section)	(5′ 6″ gauge)	21·50	...	21·50
(*e*) Petlad-Cambay railway (Tarapur-Cambay section)	(5′ 6″ gauge)	12·30	...	12·30
(*f*) Tapti Valley railway	(5′ 6″ gauge)	155·48	...	155·48
(*g*) Ahmedabad-Dholka railway	(3′ 3½″ gauge)	33·50	...	33·50
(*h*) Ahmedabad-Parantij railway	(3′ 3½″ gauge)	54·70	...	54·70
(*i*) Gaekwar's Mehsana railway	(3′ 3½″ gauge)	92·63	45·84	138·47
(*j*) Jaipur (Siwai-Madhopur) railway	(3′ 3½″ gauge)	32·18	40·65	72·83
(*k*) Palanpur-Deesa railway	(3′ 3½″ gauge)	17·28	...	17·28
(*l*) Rajputana-Malwa railway	(3′ 3½″ gauge)	1,774·36	...	1,774·36
(*m*) Vijapur-Kalol-Kadi railway	(3′ 3½″ gauge)	41·37	...	41·37
(*n*) Gaekwar's Dabhoi railway	(2′ 6″ gauge)	94·43	...	94·43
(*o*) Rajpipla railway	(2′ 6″ gauge)	37·37	...	37·37
	Total	3,046·96	86·49	3,133·45

Running powers—

Home line over foreign line —

	Miles.
Dadar Junction to Carnac bridge, Great Indian Peninsula railway (for goods trains only)	4·39

Foreign lines over home line:—

East Indian railway, Agra East Bank to Agra Fort (for goods trains only)	1·00
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0·24
" " " Dadar Junction to Colaba (for goods trains only)	7·25
" " at Agra (for passenger and goods trains)	2·89
Total	11·38

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (o)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage amounts to 504·35 miles, which may be divided into 389·35 miles of main line and 115 miles of branches. 251·90 miles are double line.

First sanction to the construction of the main line [Bombay (Colaba) to Wadhwan] was accorded in 1856 and the line was opened throughout in 1872.

Permanent-way.—The main line is laid with 69-lb. double-headed and 82-lb. bull-headed steel rails on creosoted pine and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 41½-lb., 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers.

Ballast.—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing.—The line is fenced throughout except the Patri branch.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Patri branch of 2,865 feet radius, and on the Godhra-Baroda Chord of 1,910 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 and of 1 in 100 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80 ; on the Patri branch and the Godhra-Baroda Chord it is 1 in 300, except for short lengths of 1 in 200 on the latter.

Terms of contracts—

Consequent upon the determination, by purchase of the Company's undertaking, of the then existing contracts the railway is temporarily with effect from the 1st January 1906, being worked under the terms of a provisional contract dated the 27th December 1905, pending the execution of a new contract for a term of years, between the Secretary of State and the Bombay, Baroda and Central India Railway Company.

Statistics of working—

TABLE I.

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Guaranteed interest (converted at current rates of exchange up to 1905).	Company's share of net earnings (arrived at under terms of contract).	Gain or loss to the State.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879	8,54,16,162	71,52,738	32,13,354	3·76	43,69,254	...	−11,55,900
1880	8,47,31,026	82,44,376	47,34,654	5·58	43,69,254	5,83,846	−8,02,293
1881	8,66,45,448	97,45,133	56,78,755	6·55	43,69,254	8,30,798	+4,78,703
1882	8,75,89,091	1,01,76,190	50,15,619	5·73	43,07,734	8,06,346	−99,461
1883	8,89,91,377	1,19,22,209	67,16,067	7·54	43,38,189	11,44,829	+12,33,049
1884	9,02,69,608	1,21,95,590	68,87,562	7·63	43,99,341	13,17,768	+5,70,453
1885	9,22,58,636	1,31,40,336	74,01,987	8·02	52,35,189	14,57,541	+7,89,257
1886	9,16,82,002	1,35,05,635	78,73,228	8·50	55,87,440	16,97,985	+5,87,803
1887	9,32,12,200	1,21,64,856	69,98,127	7·50	57,17,318	12,56,055	+24,754
1888	9,45,87,848	1,27,38,933	70,48,164	7·45	60,29,893	12,68,879	−2,50,608
1889	9,49,45,797	1,32,34,371	75,41,081	7·94	61,10,257	14,86,390	−55,566
1890	9,53,16,045	1,29,40,370	74,23,195	7·79	54,66,227	14,24,120	+5,34,848
1891	9,55,86,799	1,41,37,769	82,25,120	8·60	58,61,996	18,06,348	+5,56,776
1892	9,55,28,735	1,42,44,478	81,30,959	8·51	65,57,945	17,86,755	−2,13,741
1893	9,62,57,802	1,30,96,045	95,78,044	9·95	66,44,227	25,09,537	+4,24,280
1894	9,77,45,855	1,59,43,484	1,00,70,974	10·30	76,09,071	27,35,713	−2,73,810
1895	9,97,90,965	1,75,33,067	1,09,37,063	10·96	77,03,258	31,37,619	+96,186
1896	10,31,57,107	1,62,03,933	89,00,862	8·60	73,03,613	20,78,128	−4,80,879
1897	10,63,10,220	1,42,61,293	64,70,202	6·09	69,36,853	9,51,545	−14,18,196
1898	10,85,60,144	1,58,62,726	87,42,205	8·05	67,37,071	19,49,477	+5,657
1899	11,10,73,858	1,74,65,045	92,90,365	8·15	67,46,668	21,68,922	+3,74,775
1900	11,60,94,044	1,75,98,486	82,28,632	7·08	68,35,449	15,68,577	−1,75,394
1901	11,95,61,022	1,59,38,796	87,53,789	7·32	70,04,569	18,11,890	−62,670
1902	12,18,78,965	1,57,43,536	79,37,622	6·51	71,28,187	12,93,644	−4,84,809
1903	12,37,33,889	1,69,63,028	84,95,201	6·87	72,59,871	15,12,518	−2,77,188
1904	12,44,90,478	1,78,23,863	93,87,312	7·54	73,86,912	18,91,136	+1,09,264
1905	12,52,43,397	1,93,82,065	1,08,90,134	8·70	73,82,579	26,03,049	+9,04,506
1906	12,55,08,073	1,99,31,754	1,05,39,688	8·40	72,58,353	7,80,248	+25,01,087

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head } 2}{\text{Sub-heads } (a) \text{ to } (o)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—*concld.*

TABLE II.

Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.			Rs.			Rs.			Rs.	
1860	49	70·17	1872	290	59·97	1884	509	42·95	1896	676	45·07
1861	73	54·97	1873	260	59·23	1885	548	43·11	1897	595	54·63
1862	94	50·14	1874	565	52·12	1886	564	41·12	1898	662	44·89
1863	138	49·51	1875	285	54·41	1887	508	41·89	1899	729	46·81
1864	156	85·33	1876	296	54·74	1888	532	44·11	1900	734	52·50
1865	223	63·83	1877	345	41·97	1889	552	42·44	1901	665	44·06
1866	278	71·93	1878	298	46·61	1890	540	42·06	1902	659	49·00
1867	291	66·56	1879	309	46·97	1891	590	41·23	1903	753	49·46
1868	287	73·66	1880	355	42·57	1892	594	42·92	1904	718	47·12
1869	307	74·32	1881	423	41·04	1893	630	36·55	1905	780	43·78
1870	327	60·54	1882	427	50·76	1894	665	36·85	1906	809	47·27
1871	300	59·98	1883	497	43·10	1895	752	37·69			

2 (*b*) Godhra-Rutlam-Nagda railway (5′ 6″ gauge)—

Details of construction—

This railway is 141·14 miles long. Its construction was sanctioned in 1890 and it was opened throughout in 1896.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel, deodar and creosoted pine sleepers.

Ballast.—The line is ballasted throughout with broken stone and gravel.

Fencing.—There are 76½ miles of fencing. The rest of the line is unfenced except in station yards.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200, with short lengths of 1 in 100, and from 1 in 101 to 1 in 150, between Godhra and Jekot.

Terms of contracts—

This is a State line and is worked as a part of the Rajputana-Malwa railway under the contracts and conditions relating to that railway.

Statistics of working—

Included with the Rajputana-Malwa railway.

2 (*c*) Nagda-Ujjain railway (5′ 6″ gauge)—

Details of construction—

This railway is 34·32 miles long. Its construction was sanctioned in 1894, and it was opened throughout in 1896.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Gwalior State and worked under the following :—

Agreement of—15th July 1896 (between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Gwalior State.

Currency of agreement.— } The agreement may be terminated at any time on one year's notice from either
Power to determine agreement.— } party expiring on the 30th June or 31st December in any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000) classed as a 'Minor Work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head } 2}{\text{Sub-heads } (a) \text{ to } (o)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*c*) Nagda-Ujjain railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Bombay, Baroda and Central India railway) excluding 2′ and 2′ 6″ gauge lines, in proportion to the total earnings of the Nagda-Ujjain railway.

Rates and fares.—Conform generally with those in force on the Godhra-Ratlam-Nagda railway.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1895	5,33,560	...	...	...	...	...
1896	20,71,251	40,701	17,762	0·86	49	56·36
1897	22,19,919	1,04,639	47,756	2·15	58	54·36
1898	22,31,596	1,29,627	71,509	3·20	73	44·83
1899	22,34,346	1,47,175	77,732	3·48	83	47·18
1900	22,29,753	2,51,783	1,20,956	5·42	141	51·96
1901	22,31,982	1,12,366	67,208	3·01	63	40·19
1902	22,39,663	1,57,211	85,851	3·83	88	45·39
1903	22,41,230	1,60,951	62,949	2·81	68	47·95
1904	22,41,231	1,21,634	66,441	2·96	69	46·27
1905	22,40,441	1,71,435	99,907	4·46	96	41·72
1906	22,40,441	1,71,491	91,060	4·06	96	46·90

2 (*d*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—

Details of construction—

This section of the Petlad-Cambay railway is 21·50 miles long. Its construction was sanctioned in 1888, and it was opened throughout in 1901.

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on steel sleepers from Anand to Petlad and on creosoted pine sleepers from Petlad to Tarapur.

Ballast.—The line is ballasted with gravel.

Fencing.—Thirteen miles, between Anand and Petlad, are fenced. The rest of the line is unfenced, except in station yards.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Baroda State and worked under the following :—

Agreement of—5th May 1890 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Baroda State.

Currency of agreement.— } Either party may terminate the agreement at any time on giving one year's
Power to determine agreement.— } notice.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding 2′ and 2′ 6″ gauge lines, in proportion to the total earnings of the Petlad-Cambay, Gaekwar's Mehsana and Vijapur-Kalol-Kadi railways.

Rates and fares.—To be fixed from time to time by the Company with the approval of His Highness' Government and, as far as possible, to conform with those generally in force on the Bombay, Baroda and Central India railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (e)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	TABLE I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent on capital outlay.	TABLE II. Gaekwar's Petlad, 5′ 6″. Earnings per mile per week.	Proportion of expenses to earnings.	Petlad-Cambay (Anand-Tarapur section), 5′ 6″. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.		Rs.	
1888	11,030	...	...	...	...	...	...	...
1889	4,71,822	...	...	...	...	...	...	...
1890	6,47,922	32,649	20,870	3·22	71	36·08	...	...
1891	7,10,118	59,113	36,346	5·12	85	38·51	...	...
1892	7,11,031	61,213	34,757	4·89	88	43·25	...	...
1893	7,12,768	62,953	40,627	5·70	92	36·47	...	...
1894	7,23,482	69,668	44,037	6·09	100	36·79	...	...
1895	7,23,139	73,891	46,584	6·44	106	36·96	...	...
1896	7,22,616	1,17,540	82,847	11·45	169	29·52	...	...
1897	7,55,769	64,737	33,946	4·49	93	47·56	...	...
1898	7,49,047	51,121	28,156	3·76	74	44·92	...	...
1899	7,52,439	70,668	39,312	5·22	102	44·37	...	...
1900	7,52,097	88,481	41,713	5·55	127	52·86	...	...
1901	11,86,331	93,233	51,769	4·36	...	...	101	44·47
1902	11,85,930	1,05,951	56,818	4·79	...	...	95	46·37
1903	11,48,092	98,451	50,289	4·38	...	...	88	48·92
1904	11,46,552	1,20,974	64,876	5·66	...	...	108	46·37
1905	11,31,273	1,40,463	81,966	7·25	...	...	126	41·65
1906	11,30,873	1,39,209	73,084	6·51	...	...	124	47·11

2 (*e*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—

Details of construction—

This section of the Petlad-Cambay railway is 12·30 miles long. It was sanctioned in 1899 and was opened to Cambay in 1901.

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with gravel.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 600, with a short bit of 1 in 200 between Sayama and Cambay.

Terms of contract—

The line is owned by the Cambay State and worked under—

Agreement of—17th May 1902 (between the Cambay State and the Bombay, Baroda and Central India Railway Company) for working.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Cambay State.

Currency of agreement.— } The agreement may be terminated at any time on one year's notice from either
Power to determine agreement.— } party, expiring on the 30th June or 31st December in any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding 2′ and 2′ 6″ gauge lines, in proportion to the total earnings of the Tarapur-Cambay railway.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Cambay State, and as far as possible, to conform with those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Calendar year.	TABLE I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	TABLE II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1901	7,49,676	12,011	5,950	0·79	40	50·46
1902	7,49,676	25,497	13,622	1·81	45	46·57
1903	7,49,676	25,151	12,803	1·71	44	49·10
1904	7,68,738	32,199	17,276	2·25	57	46·35
1905	8,06,482	33,638	19,503	2·43	59	41·72
1906	8,11,255	34,531	18,265	2·25	55	47·11

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (e)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Tapti Valley railway (5′ 6″ gauge)—

Details of construction—

This railway connects Kankra Khari, a station on the main line of the Bombay, Baroda and Central India railway, with Amalner. It is 155·48 miles long. It was opened in 1900.

Permanent-way.—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—Only station yards and important level crossings are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Tapti Valley Railway Company and worked under the following contracts :—

Contracts of—28th August 1896 (between the Secretary of State and the Tapti Valley Railway Company) for construction.

30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions of the contracts are as follows :—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tapti Valley railway, so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, *plus* a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory was provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1921, or at the end of any subsequent period of 10 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company or be less than such capital expenditure; or Government may determine it on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contract.—Nil.

Terms of working.—Government undertake to construct (from funds supplied by the Company), work and maintain the line through State or other agency, the necessary rolling-stock being supplied by the working agency. The general working expenses of the system, excluding the 2′ and 2′ 6″ gauge lines, are divided in proportion to the gross earnings of the component parts, the Tapti Valley railway being debited with the share thus arrived at (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), subject to a maximum charge of 44 per cent. of its gross earnings for the year. The residue of the gross earnings is payable to the Tapti Valley Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Rebate from B., B. & C. I. Ry.	Total income.	Per cent. of total income on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1896	8,390	...	...	...	...	...	...	...	...	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.
1897	20,96,294	...	...	...	...	...	...	...	...	
1898	60,45,413	2,886	...	...	...	...	...	18	48·79	
1899	1,21,09,133	2,42,593	...	...	...	...	...	71	47·40	
1900	1,28,31,291	6,68,475	...	...	...	...	...	84	44·00	
1901	1,29,18,730	6,00,553	3,42,243	2·65	33,226	3,75,469	2·90	74	43·01	
1902	1,29,70,581	8,26,485	4,64,242	3·57	45,196	5,08,438	3·92	102	43·95	Excluding interest, Rs. 4,483, on the capital cost of works at Amalner junction, the percentage of income on capital outlay in 1903 was 4·00.
1903	1,30,02,400	8,62,753	4,83,142	3·72	40,258	5,23,400	4·03	107	44·00	
1904	1,30,77,018	6,58,740	3,68,894	2·82	28,441	3,97,335	3·04	81	44·00	
1905	1,30,83,629	10,11,229	5,86,921	4·49	2,928	5,89,849	4·51	125	41·95	
1906	1,30,82,853	11,34,712	6,85,460	4·86	...	6,35,460	4·86	140	44·00	

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (o)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—

Details of construction—

This railway connects Sabarmati, a station on the Rajputana-Malwa railway, with Dholka. It is 33·50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on deodar sleepers.

Ballast.—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—25th March 1902 (between the Secretary of State and the Ahmedabad-Dholka Railway Company) for construction.

18th July 1902 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

The general conditions of the contracts are as follows :—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Dholka railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 30th June 1922 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, but not exceeding by more than 20 per cent. the total capital expenditure of the Company, nor being less than such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2′ and 2′ 6″ gauge lines, proportionate to its total earnings, but not exceeding 44 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Dholka Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maxima and minima rates and fares in force on the undertaking.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Rebate from Bombay, Baroda and Central India railway.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	10,13,420	64,261	35,986	3·55	...	35,986	3·55	45	44·00
1904	10,17,308	99,044	55,465	5·45	...	55,465	5·45	57	44·00
1905	10,44,995	98,214	57,203	5·47	...	57,203	5·47	56	41·76
1906	10,83,722	1,00,743	56,418	5·21	...	56,418	5·21	58	44·09

2 (*h*) Ahmedadad-Parantij railway (3′ 3⅜″ gauge)—

Details of construction—

This railway connects Ahmedadad, a station on the Bombay, Baroda and Central India railway, with Idar Road. It is 54·70 miles long. Its construction was sanctioned in 1896 and it was opened in 1897.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (o)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

The Ahmedabad-Parantij railway is worked under the following contracts:—

Contracts of—13th March 1896 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) for construction.

4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parantij railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, but not exceeding by more than 20 per cent. the total capital expenditure of the Company, nor being less than such capital expenditure, or on the 31st December 1946 paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2′ and 2′ 6″ gauge lines, proportionate to its total earnings but not exceeding 4¼ per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Parantij Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Rebate from B., B. & C. I. Ry.	Total income.	Per cent. of total income on capital outlay.	Table II. Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1896	13,12,752	...	...	...	...	...	...	...	...
1897	19,42,211	69,069	36,665	1·89	...	36,665	1·89	46	46·92
1898	19,42,971	1,49,790	85,836	4·42	...	85,836	4·42	33	42·70
1899	19,49,616	2,10,834	1,21,687	6·24	...	1,21,687	6·24	74	42·23
1900	19,55,305	2,65,105	1,55,952	7·98	...	1,55,952	7·98	93	41·17
1901	19,49,355	1,77,488	99,365	5·10	...	99,365	5·10	62	44·00
1902	19,70,012	1,79,794	1,00,685	5·11	...	1,00,685	5·11	63	40·04
1903	19,88,889	1,50,112	84,063	4·45	...	84,063	4·45	53	44·00
1904	19,89,045	1,86,227	1,04,287	5·24	...	1,04,287	5·24	65	44·00
1905	19,91,753	1,98,713	1,15,469	5·80	...	1,15,469	5·80	70	41·89
1906	19,98,023	2,29,934	1,23,727	6·19	...	1,23,727	6·19	78	44·00

2 (*i*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—

Details of construction—

The total length of this railway is 92·63 miles. It consists of three branches, Mehsana to Kheralu, 27·73 miles, Mehsana to Viramgam, 40·21 miles, and Mehsana to Patan, 24·69 miles. The first branch was opened throughout in 1888 and the other two in 1891.

Besides the above 45·84 miles are under construction.

Permanent-way.—The Kheralu and Viramgam branches are laid with 41½-lb. flat-footed steel rails on transverse steel and deodar sleepers. The Mehsana-Patan section is laid with 40-lb. iron rails on deodar sleepers, except in station yards and for the first 3 miles which are laid with 41½-lb. steel rails.

Ballast.—The line between Mehsana and Kheralu is ballasted with sand and the rest with kunkur.

Fencing.—The whole line, except 41½ miles which are fenced by wire, was originally fenced with cactus; but this has in several places been entirely destroyed by floods and locusts and what remains is much broken up.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following:—

Agreement of—1st July 1891 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section).

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (o)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I. Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	
1887	13,55,492	27,890	5,564	0·41	33	80·05
1888	9,16,565	47,502	16,672	1·82	43	64·90
1889	11,18,446	53,290	20,348	1·82	37	61·82
1890	25,44,340	59,241	23,308	0·92	41	60·66
1891	29,04,050	1,34,247	1,05,801	3·64	49	45·53
1892	29,71,610	2,58,963	1,53,005	5·15	54	40·92
1893	30,26,752	3,36,859	1,98,250	6·55	70	41·12
1894	30,94,578	3,79,972	2,36,387	7·64	79	37·79
1895	32,55,044	3,38,444	2,02,440	6·22	70	40·18
1896	32,61,448	4,23,283	2,71,262	8·32	88	35·91
1897	32,53,900	3,39,125	1,13,358	3·63	70	46·58
1898	32,52,613	3,46,491	1,99,052	6·07	72	42·55
1899	32,33,612	3,76,160	2,16,654	6·60	79	42·40
1900	33,01,950	4,28,545	2,36,754	7·17	89	44·75
1901	33,48,911	3,92,227	2,15,111	6·42	81	45·16
1902	33,63,329	3,74,515	1,98,977	5·92	78	46·87
1903	33,78,132	3,47,083	1,77,466	5·25	72	48·87
1904	33,95,078	3,82,249	2,04,906	6·06	79	46·39
1905	34,36,885	4,52,184	2,62,904	7·65	94	41·86
1906	42,78,388	4,20,777	2,24,124	5·24	87	46·74

2 (*j*) Jaipur (Siwai Madhopur) railway (3′ 3⅜″ gauge)—

Details of construction—

From Jaipur the Rajputana-Malwa railway is utilized as far as Sanganer, from which station this railway actually starts. The open mileage (Sanganer to Nawai) is 32·18 miles. It was sanctioned in 1897 and was opened in 1905.

There are 40·65 miles still under construction.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced except at stations and at points where the line crosses the main road.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The limiting gradient is 1 in 250 in the down direction and 1 in 200 in the up direction.

Terms of contract—

The railway is owned by the Jaipur State and worked by the Bombay, Baroda and Central India Railway Company under terms which are at present under consideration.

Statistics of working—

Table I. Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1905	18,24,228	12 299	6,779	0·37	52	44·88
1906	21,14,507	68,943	36,617	1·73	41	46 89

2 (*k*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—

Details of construction—

This railway is 17·28 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 40-lb. flat-footed iron rails, except in station yards and the first 3 miles of line which are laid with 41½-lb. steel rails. The rails are laid on Denham-Olpherts' plate, cast iron pot, and steel dish cover sleepers.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (o)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

The railway is worked under—

Terms contained in letter No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and letter No. 62 Ry., dated the 23rd June 1892, from the Secretary of State to the Government of India.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions are as follows:—

Government aid.—The line is owned jointly by Government and the Palanpur Durbar.

Currency of contract.—The contract is coterminous with the Company's contract for working the Rajputana-Malwa railway. In the event of the line being extended, Government can terminate the contract on giving the Company six months' notice.

Power of Company to surrender contract.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system, excluding the 2′ and 2′ 6″ gauge lines, in proportion to the total earnings of the Palanpur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Palanpur Durbar in proportion to the capital provided by each after excluding from the Government capital the sum of Rs. 25,117, the extra expenditure incurred in providing a 5′ 6″ gauge sub-structure.

Rates and fares.—Same as on the Rajputana-Malwa railway.

Statistics of working—

Calendar year.	Table I. Capital. Contributed by the Palanpur Durbar.	Capital. Contributed by Government.	Gross earnings.	Net earnings. Attributable to the Durbar.	Net earnings. Attributable to the Government.	Per cent. on capital outlay. On capital contributed by the Palanpur Durbar.	Per cent. on capital outlay. On capital contributed by Government.	Interest on Government capital.	Gain or loss to the Government.	Table II. Earnings per mile per week.	Proportion of exp: to earnings.
	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1892	20,000	46,746	...	...	...	...	...	1,031	—1,031	...	...
1893	1,85,000	1,78,958	4,436	1,335	1,110	0·72	0·63	5,371	—4,261	33	44·37
1894	1,85,000	2,14,601	37,544	11,365	11,781	6·14	5·49	8,783	+2,998	42	33·35
1895	1,85,000	2,15,374	38,182	11,333	11,512	6·13	5·35	8,378	+3,134	42	40·17
1896	1,85,000	2,32,746	51,629	14,101	15,072	7·62	6·47	9,149	+5,923	57	43·50
1897	1,85,000	2,33,264	43,264	10,883	12,243	5·88	5·25	9,305	+2,938	48	46·35
1898	1,85,000	2,33,264	38,199	10,334	11,628	5·59	4·99	9,331	+2,297	43	42·50
1899	1,85,000	2,33,264	44,628	12,102	13,613	6·54	5·84	9,330	+4,283	50	42·37
1900	1,85,000	2,33,264	47,669	14,233	12,616	7·70	5·41	9,330	+8,286	53	43·66
1901	1,85,000	2,33,264	36,805	9,375	10,548	5·07	4·52	9,330	+1,218	41	45·87
1902	1,85,000	2,33,726	33,690	8,329	8,330	4·50	3·52	9,408	—1,078	37	47·01
1903	1,85,000	2,37,069	29,734	7,423	7,893	4·01	3·33	9,432	—1,534	33	48·47
1904	1,85,000	2,37,069	29,185	7,230	8,340	3·94	3·52	9,474	—1,134	32	46·48
1905	1,85,000	2,37,069	35,178	9,469	10,848	5·12	4·58	9,472	+1,376	39	42·24
1906	1,85,000	2,39,155	40,154	9,862	11,376	5·33	4·76	9,531	+1,845	45	47·11

2 (*l*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Scindia of Gwalior lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway.

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company since the 1st January 1885.

Details of construction—

The open mileage of the Rajputana-Malwa railway is 1,774·36 miles. It is made up of the following sections:—(1) *Rajputana section*, main line (Delhi to Ahmedabad), 539·15 miles; Rewari-Bandikui-Phulera loop, 173·89 miles; and branches, 139·28 miles; (2) *Malwa section*, main line (Khandwa to Ajmer), 393·19 miles; branch, 14·28 miles; (3) *Cawnpore-Achnera section*, main line (Cawnpore to Achnera), 239·47 miles; branches, 12·33 miles; (4) *Rewari-Fazilka section*, 262·77 miles.

The Rajputana section was sanctioned in 1870 and was opened in 1881; the Malwa section was sanctioned in 1872, opened in 1881; the Cawnpore-Achnera section was sanctioned in 1874, opened in 1884; and the Rewari-Fazilka section was sanctioned in 1881, opened in 1885. 2·92 miles of the line are double track.

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 41½-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41½-lb. and 50-lb. steel rails on deodar sleepers. The Rewari-Fazilka section has 41½-lb. steel rails on deodar sleepers.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (o)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*l*) Rajputana-Malwa railway (3′ 3½″ gauge)—*contd.*

Details of construction—*concld.*

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Fencing.—The total length of line fenced on the Rajputana section is 669 miles. The Malwa section is fenced for 93½ miles and at stations. The Cawnpore-Achnera section is fenced on both sides for 145½ miles on the main line, except for 7½ miles which are fenced on one side only. The Soron branch is fenced for 3½ miles and the Brindaban branch for 3½ miles. The Rewari-Bhatinda-Fazilka section is fenced for about 113½ miles and at stations. On the Rewari-Phulera section only the Narnaul station yard is fenced.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 150, except on the Malwa section between Khandwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Pani where it is 1 in 40.

Terms of contracts—

The Rajputana-Malwa and Godhra-Ratlam-Nagda railways are worked together as one undertaking under the following contracts:—

Contracts of—24th September 1884.—The original contract (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintaining and working the Rajputana-Malwa railway.

16th March 1888.—Contract supplemental to that of 1884 for maintaining and working the Cawnpore-Achnera railway as a part of the Rajputana-Malwa railway.

8th November 1889.—Contract supplemental to those of 1884 and 1888 for maintaining and working the Brindaban branch as a part of the Cawnpore-Achnera railway.

5th October 1893.—Supplemental to the original contract for maintaining and working the Godhra-Ratlam railway as a part of the Rajputana-Malwa railway.

1st October 1897.—Supplemental to those of 1884 and 1893 for maintaining and working the Ratlam-Nagda railway as a part of the Godhra-Ratlam railway.

1st February 1901.—Supplemental to those of 1884 and 1888 modifying the terms as to the division of working expenses.

The general conditions of the contracts are as follows:—

Government aid.—The line is the property of Government.

Currency of contracts.—The contracts were current up to the 31st December 1905, and shall continue in force as from that date until determined in pursuance of the provisions of the provisional contract, dated the 27th December 1905, between the Secretary of State and the Bombay, Baroda and Central India Railway Company.

Power of company to surrender contracts.—Nil.

Terms of working.—The working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision), excluding 2′ and 2′ 6″ gauge lines, are pooled, and divided between the component parts of the system in proportion to the gross earnings of each. The net earnings thus arrived at of the Rajputana-Malwa, 3′ 3½″ gauge, and Godhra-Ratlam-Nagda, 5′ 6″ gauge, railways, are paid in full to Government.

Rates and fares.—Maximum and minimum rates and fares have been fixed within which the Company is authorised to vary the rates.

Statistics of working—

TABLE I (including the Godhra-Ratlam-Nagda railway).

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings.*	Gain or loss to the State.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879	7,06,47,354	38,64,997	15,41,903	2·18	28,43,439	...	−13,01,536
1880	8,38,87,014	59,12,511	17,38,714	2·07	35,81,449	...	−18,47,735
1881	9,30,43,645	94,70,410	35,96,044	3·86	37,48,505	...	−1,52,461
1882	9,94,83,933	1,14,32,614	52,34,668	5·31	33,74,919	...	+18,09,749
1883	11,08,57,933	1,35,64,166	63,39,208	5·72	40,74,808	...	+22,64,400
1884	11,92,08,595	1,46,20,446	61,92,677	5·19	43,90,548	...	+18,02,129
1885	12,22,63,117	1,73,00,501	79,71,964	6·52	49,10,379	...	+30,61,585
1886	12,80,59,407	1,82,98,610	89,55,549	6·99	51,72,731	6,28,054	+31,54,764
1887	12,87,69,487	1,65,28,203	81,24,547	6·31	51,86,578	5,06,190	+24,31,779
1888	12,96,59,656	1,[illegible]5,14,714	96,31,727	7·43	52,27,345	4,99,908	+39,04,474
1889	13,02,53,556	1,99,30,005	1,07,97,217	8·29	52,48,893	8,56,110	+46,92,214
1890	13,00,01,510	1,74,28,281	86,42,525	6·65	52,61,288	6,57,951	+27,23,286
1891	13,17,20,440	2,17,39,570	1,23,17,065	9·35	53,13,844	8,78,835	+61,24,386
1892	14,34,24,072	2,24,00,454	1,32,14,774	9·21	56,14,176	13,45,763	+62,54,835
1893	14,30,06,325	2,26,32,265	1,33,25,640	9·32	57,00,808	13,24,918	+63,99,914
1894	14,72,89,588	2,51,41,200	1,54,75,342	10·51	58,77,844	15,63,148	+80,34,350
1895	15,55,56,871	2,45,42,974	1,44,02,358	9·26	59,75,606	16,21,635	+68,02,117
1896	15,03,08,348	2,10,21,002	1,13,79,807	7·57	60,63,242	9,93,351	+43,23,214
1897	14,94,51,054	1,84,74,388	1,00,97,008	6·76	60,48,581	5,09,720	+35,38,707
1898	15,03,74,730	2,23,17,315	1,19,05,991	7·91	60,77,309	9,53,967	+48,74,715
1899	15,14,26,773	2,60,94,541	1,47,30,148	9·73	60,92,658	9,92,364	+76,45,126
1900	15,31,25,211	2,91,75,054	1,60,55,050	10·48	61,35,151	21,67,610	+77,52,289
1901	15,43,58,624	2,78,62,296	1,48,89,645	9·65	61,89,498	13,785	+86,86,362
190	15,64,35,445	2,58,96,694	1,36,25,409	8·71	62,80,315	...	+73,45,094
1903	15,78,84,717	2,27,25,664	1,12,42,360	7·18	62,84,957	5,644	+50,51,759
1904	16,17,31,683	2,33,65,288	1,21,57,833	7·52	64,55,047	...	+57,02,786
1905	16,25,49,528	2,54,44,243	1,62,29,896	9·97	64,41,487	...	+97,88,459
1906	16,65,57,367	2,80,04,905	1,47,43,530	8·85	65,99,940	...	+81,43,590

*Based on actual receipts and payments during the year.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (o)}}$ · **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2(*l*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—*concld.*

TABLE II.

Calendar year.	Rajputana-Malwa, 3′ 3⅜″.		Holkar and Sindia-Neemuch, 3′ 3⅜″.		Western Rajputana, 3′ 3⅜″.		Rewari-Ferozepore, 3′ 3⅜″.		Muttra-Hathras, 3′ 3⅜″.		Cawnpore-Farukhabad, 3′ 3⅜″.		Muttra-Achnera, 3′ 3⅜″.		Cawnpore-Aghnera, 3′ 3⅜″.		Godhra-Rutlam-Nagda, 5′ 6″.	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
1873	32	96·59	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1874	69	80·37	60	84·02	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1875	98	64·04	123	91·71	...	...	...	...	108	58·18	...	...	...	...	...	...	...	...
1876	114	65·40	99	92·87	...	...	...	...	55	57·74	...	...	...	...	...	...	...	...
1877	130	67·99	86	76·86	...	...	...	...	66	54·86	...	...	...	...	...	...	...	...
1878	136	61·97	122	67·50	...	...	...	...	65	53·33	...	...	...	...	...	...	...	...
1879	153	66·74	128	74·53	86	86·08	...	...	83	54·97	...	...	...	...	...	...	...	...
1880	152	66·38	118	74·74	151	85·79	...	...	89	57·35	18	233·15	...	...	...	...	...	...
1881	139	60·41	132	69·11	...	...	...	...	90	69·19	65	69·76	39	89·01	...	...	...	...
1882	138	58·07	...	...	...	...	...	...	84	76·97	80	67·36	57	86·42	...	...	...	...
											Included with Cawnpore-Achnera.							
1883	219	52·18	...	...	...	...	75	81·28	...	...	...	...	...	...	80	63·98	...	...
1884	223	56·92	...	...	...	...	96	67·23	...	...	...	...	...	...	81	69·17	...	...
1885	224	52·81	...	...	...	...	...	...	...	...	...	...	...	...	70	87·87	...	...
1886	212	50·27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1887	191	50·84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1888	215	48·26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1889	230	45·32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1890	200	50·41	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1891	251	43·47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1892	257	41·01	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1893	259	41·12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50	41·61
1894	285	38·19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	106	40·64
1895	269	46·29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	184	57·01
1896	227	44·35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	189	62·27
1897	212	46·60	...	...	...	...	...	...	...	...	...	...	...	...	...	...	146	72·02
1898	241	42·33	...	...	...	...	...	...	...	...	...	...	...	...	...	...	181	51·14
1899	285	42·06	...	...	...	...	...	...	...	...	...	...	...	...	...	...	172	58·84
1900	317	43·13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	219	46·34
1901	313	46·29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	156	45·15
1902	291	47·54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140	46·27
1903	253	49·16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	147	48·29
1904	260	47·63	...	...	...	...	...	...	...	...	...	...	...	...	...	...	158	47·62
1905	296	42·95	...	...	...	...	...	...	...	...	...	...	...	...	...	...	224	42·78
1906	287	47·37	...	...	...	...	...	...	...	...	...	...	...	...	...	...	217	47·04

2(*m*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—

Details of construction—

This railway is 41·37 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent-way.—16 miles are laid with 41½-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

Ballast.—The line is ballasted with broken stone and shingle.

Fencing.—Only station yards and 11·07 miles of the Vijapur-Kalol section are fenced.

Curves.—The sharpest curve is of 3,820 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following:—

Agreement of—23rd November 1903 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section).

Statistics of working—

Calendar year.	Table I.				Table II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	
1899	7,534	...	...	...	...	...
1900	29,885	...	...	...	...	...
1901	6,60,716	...	...	...	...	...
1902	10,47,188	19,514	9,226	1·18	23	52·72
1903	11,84,246	56,916	28,782	2·43	31	49·43
1904	13,35,402	74,572	40,083	3·00	35	46·25
1905	13,19,586	87,131	50,496	3·83	40	42·05
1906	13,24,825	95,660	50,646	3·82	44	47·05

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (o)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2(*n*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—

Details of construction—

The total length of the railway is 94·48 miles. It consists of three sections, Miyagam to Chandod, 30·62 miles; Dabhoi to Bodeli, 22·41 miles; and Dabhoi to Masor Road, 41·45 miles. The construction of these sections was first sanctioned in 1872, 1877 and 1879, respectively, and they were opened throughout in 1879, 1890 and 1904, respectively.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there are still about 5 miles of 28-lb. iron rails in the road.

Ballast.—The line is chiefly ballasted with sand.

Fencing.—The line is practically unfenced except in station yards.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

Terms of contracts—

The line is owned by the Baroda State and worked under—

Agreement of—1st January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

The general conditions of the agreement are as follows:—

Government aid.—Nil. The line is the property of the Baroda State.

Currency of agreement.—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th June or 31st December.

Terms of working.—The Company work the railway at actual cost, *plus* 12½ per cent. of total working expenses (but not less than Rs. 500 per mensem or more than Rs. 800 per mensem, in a half-year) for superintendence.

Rates and fares.—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible must conform generally with those in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Calendar year.	TABLE I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	TABLE II. Calendar year.	Earnings per mile per week.	Pro: of exp: to earnings.	REMARKS.
	Rs.	Rs.	Rs.			Rs.		
1879	9,62,450	72,083	31,608	3·28	1873	21	98·34	
1880	11,65,540	1,28,825	65,138	5·59	1874	32	75·78	
1881	12,57,448	1,41,233	48,849	3·88	1875	33	78·11	
1882	12,78,942	1,44,022	46,747	3·66	1876	38	75·35	
1883	12,73,630	1,46,970	38,585	3·05	1877	45	78·20	
					1878	43	62·42	
					1879	46	56·15	
1884	13,30,177	1,49,091	48,560	3·80	1880	51	49·44	
1885	13,11,229	1,52,283	55,623	4·24	1881	46	65·41	
1886	13,58,502	1,53,699	39,393	2·90	1882	47	67·54	
1887	13,46,259	1,56,352	47,339	3·52				
1888	13,74,295	1,45,757	43,354	3·19	1883	48	73·75	
					1884	49	67·43	
					1885	50	63·47	
1889	16,10,396	1,42,989	49,398	3·07	1886	50	74·37	
1890	17,53,377	1,95,028	74,576	4·25	1887	51	69·73	
1891	17,94,157	2,01,165	68,126	3·80				
1892	18,47,403	3,38,609	1,06,510	5·77	1888	48	69·91	
1893	18,55,158	2,52,106	1,32,507	7·14	1889	47	65·45	
					1890	57	61·76	
					1891	54	66·13	
1894	18,88,774	2,40,316	95,429	5·05	1892	64	55·36	
1895	19,08,757	2,34,473	96,764	5·02				
1896	20,74,736	2,52,788	1,25,957	6·06	1893	68	47·44	
1897	21,08,574	2,20,901	50,949	2·42	1894	65	60·29	
1898	21,18,191	2,10,240	−26,592	...	1895	63	58·73	
					1896	69	51·44	
					1897	56	76·94	
1899	21,17,586	2,45,974	87,571	4·14	1898	51	112·65	
1900	21,17,528	2,35,281	61,603	2·44	1899	60	64·40	
1901	21,14,302	2,53,936	73,427	3·47	1900	57	78·82	
1902	22,34,829	2,22,573	76,367	3·63	1901	62	71·08	
1903	23,60,528	2,60,550	7,467	0·32	1902	54	65·69	
					1903	60	97·13	
1904	24,64,882	2,98,906	1,26,426	5·13	1904	65	57·70	The decrease in net earnings in 1903 was due principally to the cost of 3 engines having been charged to Revenue.
1905	24,72,909	3,72,467	2,04,904	8·25	1905	76	45·23	
1906	24,75,537	3,94,817	1,78,665	7·22	1906	80	54·75	

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (o)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*concld.*

2 (o) Rajpipla railway (2′ 6″ gauge)—

Details of construction—

This line, which connects Anklesvar with Nandod, is 37·37 miles long. Its construction was sanctioned in 1894 and it was opened in 1899.

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel rails on half-round jungle teak sleepers.

Ballast.—The line is chiefly ballasted with coarse river sand.

Fencing.—Only the station yards and small lengths at miles 4 and 9 are fenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The line is owned by the Rajpipla State and is worked under—

Agreement of—19th March 1900 between the Rajpipla State and the Bombay, Baroda and Central India Railway Company.

The general conditions of the agreement are as follows:—

Government aid.—Nil. The line is the property of the Rajpipla State.

Currency of agreement.—The agreement may be terminated by either party on the expiration of three years or at the end of any calendar half-year thereafter, on one year's notice from either side.

Terms of working.—The Rajpipla State is debited with the actual cost of working; and in addition one per cent. on the net earnings of the Rajpipla railway as contribution to the Provident Fund and 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem or more than Rs. 800 per mensem) for superintendence.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Rajpipla State; and to conform with those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Calendar year.	Table I.				Table II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	
1894	12,674	...	...	...	...	...
1895	77,265	...	...	...	...	...
1896	4,09,141	...	...	...	...	...
1897	7,55,792	5,705	−6,534	...	11	214·53
1898	11,03,333	10,624	−9,172	...	11	186·53
1899	13,07,820	35,809	8,478	0·65	22	76·32
1900	13,10,159	49,463	12,139	0·93	25	75·46
1901	13,06,822	47,182	10,487	0·80	24	77·77
1902	13,05,415	38,726	10,131	0·78	20	73·84
1903	13,04,281	44,830	10,674	0·82	23	76·19
1904	13,04,522	49,207	16,890	1·29	25	65·68
1905	13,04,522	62,017	28,194	2·16	32	54·54
1906	13,04,867	67,137	32,526	2·49	35	51·55

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL (STATE) RAILWAY SYSTEM—**

Lines comprising the system.—The Eastern Bengal (State) railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Eastern Bengal (State) railway, Eastern, Southern and Central sections (5′ 6″ gauge)	497·95	8·39	506·34
(b) Eastern Bengal (State) railway, Northern, Behar, Dacca and Kaunia-Dhubri sections and Gauhati extension (3′ 3⅜″ gauge)	718·31	228·27	946·58
(b) " " " " , Ranaghat Krishnagar and Teesta-Kurigram branches and British section of the Santrabari Extension (2′ 6″ gauge)	55·03	...	55·03
(c) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)	53·22	...	53·22
(d) Cooch Behar railway (2′ 6″ gauge)	33·60	...	33·60
Total	1,358·11	236·66	1,594·77

Running powers—

Foreign line over home line:—

East Indian railway	Naihati to Brace Bridge Junction	for goods trains only	32·75
	Canal Junction to Chitpore		1·75
			34·50

3 (a) Eastern Bengal (State) railway, Eastern, Southern and Central sections (5′ 6″ gauge)—

Details of construction

The open mileage of the standard gauge portion of this system amounts to 497·95 miles, which may be divided into (1) *Eastern section*, main line, 145·07 miles, branches, 154·37 miles; (2) *Southern section*, main line, 29·20 miles, branches, 41·62 miles; (3) *Central section*, main line, 104·51 miles, branches, 23·18 miles. Of these 112·21 miles are double line. Besides the above there were under construction 3·39 miles of single, and 5·00 miles of double line; and 2·99 miles of double line are being quadrupled

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL (STATE) RAILWAY SYSTEM—*contd.***

3 (*a*) Eastern Bengal (State) railway, Eastern, Southern and Central sections (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Sanction was first given to the construction of the above mentioned sections of the Eastern Bengal (State) railway in 1859, 1862 and 1881, respectively, and they were opened throughout in 1871, 1863 and 1884.

Permanent-way.—The permanent-way on the double line portion of the Eastern section consists of 73-lb. and 75-lb. double-headed steel rails, with Denham-Olpherts' cast iron sleepers, except on the length between Calcutta and Naihati which is laid with 85-lb. bull-headed steel rails, with sal and jarrah sleepers at the joints. The single line portion of the Eastern section is also laid chiefly with 73-lb. and 75-lb. double-headed steel rails, the greater part on Denham and Olpherts' cast iron sleepers and the remainder on cast iron bowl and sal wood sleepers. The Murshidabad branch is laid with 75-lb. new pattern flat-footed steel rails on sal sleepers.

The double line portion of the Southern section and the Budge Budge branch are laid with 73-lb. double-headed steel rails on Denham and Olpherts' cast iron sleepers. The single line portion of the Southern section consists of 72-lb. and 73-lb. double-headed iron and steel rails mostly on Denham and Olpherts' cast iron sleepers. The Diamond Harbour branch is laid with 64-lb. and 73-lb. double-headed steel rails mostly on Denham and Olpherts' cast iron sleepers.

The Central section is laid with flat-footed steel rails 62·lbs. to the yard on sal sleepers.

Ballast.—The main line is ballasted generally with brick ballast. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone.

Fencing.—The whole of the Eastern section is fenced, except between Panchooria Junction and Goalundo, and the Faridpur branch. The Southern section is fenced as far as Sonarpur; beyond Sonarpur to Canning there is no fencing. The Diamond Harbour and Budge-Budge branches are fenced. The Central section is fenced throughout.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 131 and 132.

3 (*b*) Eastern Bengal (State) railway, Northern, Behar, Dacca and Kaunia-Dhubri sections and Gauhati extension (3′ 3⅜″ gauge)—

Details of construction—

The metre gauge section comprises an open mileage of 718·31 miles and may be divided into (1) *Northern section,* main line, 196·85 miles, branches, 161·49 miles; (2) *Behar section,* main line, 84·86 miles, branches, 102·42 miles; (3) *Dacca section,* 85·92 miles; (4) *Kaunia-Dhubri section,* 51·02 miles and (5) Gauhati extension, 35·75 miles.

In addition to the above 228·27 miles are under construction.

Sanction was first given to the construction of (1), (2), (3) and (4) of the above-mentioned sections in 1874, 1881, 1882 and 1899, respectively, and they were opened through in 1878, 1889, 1885 and 1902. (5) was sanctioned in 1902 and opened up to mile 45·37 only in 1906.

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 50 lbs. and 41¼ lbs. per yard, on sal sleepers. On the Northern section, Sara to Siliguri, and the Brahmaputra-Sultanpur and Kaunia-Bonarpara branches and on the Gauhati extension the rails are 50-lb. On the Behar and Kaunia-Dhubri sections, Manihari Ghat to Dhubri, the greater part of the rails are 50-lb., and the remainder are 41¼-lb. On the Kosi branch and the Dacca section the rails are all 41¼-lb. On the Barsoi-Kissengunge branch the rails are mostly flat-footed iron, 40 lbs. per yard, the remainder being 41¼-lb. steel. The sleepers are mostly sal, but there are also metal sleepers of various types.

Ballast.—The whole of the line, except the portion from Golokganj Junction to Dhubri, the Kaunia-Bonarpara branch and the Gauhati extension, is ballasted or shortly to be ballasted. The ballast is brick, stone and shingle.

Fencing.—The whole of the 3′ 3⅜″ gauge lines are fenced, except the Brahmaputra-Sultanpur, Barsoi-Kissengunge and Kaunia-Bonarpara branches, the Gauhati extension and the portions from Golokganj Junction to Dhubri and Dacca to Mymensingh.

Curves.—The sharpest curve is of 1,416 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 131 and 132.

3 (*b*) Eastern Bengal (State) railway, Ranaghat-Krishnagar and Teesta-Kurigram branches, and the British section of the Santrabari extension (2′ 6″ gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal (State) railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2′ 6″ gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharlla branch. The line from Teesta Junction to Mogalhat has been converted to the 3′ 3⅜″ gauge to form an integral part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

Details of construction—

The Ranaghat-Krishnagar branch is 20·25 miles long. Its construction was sanctioned in 1895 and it was opened in 1899.

The Teesta-Kurigram branch is 14·99 miles long; it was opened in 1881.

The British section of the Santrabari extension of the Cooch Behar State railway is 19·79 miles long. Its construction was sanctioned in 1897 and it was opened in 1901.

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25-lbs. per yard; the sleepers are pyinkado and sal. On the Santrabari extension the rails are flat-footed iron, 40-lbs. per yard, and flat-footed steel, 41¼-lbs. per yard, laid on sal sleepers.

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted; the Teesta-Kurigram branch is not ballasted; and the Santrabari extension is now being ballasted with stone.

Fencing.—No lines on the 2′ 6″ gauge are fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200. On the Santrabari extension the ruling gradient is 1 in 100, and there is a short grade of 1 in 50 near the terminus (Jainti).

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 131 and 132.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL (STATE) RAILWAY SYSTEM—*contd.***

3 (*a*) and (*b*) Eastern Bengal (State) railway (5′ 6″, 3′ 3⅜″ and 2′ 6″ gauge sections)—*contd.*

Statistics of working—

TABLE I.

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Interest.	Annuity.	Company's share of surplus profits.	Gain or loss to the State.	Remarks.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879	6,23,44,476	60,22,272	25,79,314	4·14	28,51,165	...	3,67,326	—6,39,177	
1880	6,33,72,354	66,91,060	33,75,186	5·33	29,27,692	...	5,34,950	—87,456	
1881	6,39,31,905	75,05,736	42,86,406	6·70	28,50,922	...	8,24,125	+6,11,359	
1882	6,50,12,846	85,79,404	47,17,459	7·26	27,92,607	...	8,95,329	+10,29,523	
1883	7,01,85,023	80,73,465	47,10,716	6·70	29,48,783	...	4,98,223	+12,63,710	
1884	6,88,68,060	78,12,979	24,80,526	3·77	15,92,486	3,50,920	...	+5,37,120	
1885	7,31,60,273	72,85,916	25,25,336	3·45	21,82,794	7,22,920	...	—3,80,378	
1886	8,00,56,752	82,73,918	30,89,720	3·86	24,34,239	19,04,750	...	—12,49,269	
1887	8,11,53,186	94,30,392	45,04,782	5·55	41,71,008	14,90,152	...	—11,56,378	
1888	8,89,09,629	1,05,19,210	55,25,424	6·44	28,83,744	20,11,011	...	+6,30,669	
1889	8,79,71,116	1,11,76,674	61,91,025	7·04	30,18,768	20,43,953	...	+11,28,969	
1890	10,00,68,626	1,14,78,982	60,70,323	6·07	30,96,150	18,14,110	...	+11,60,063	
1891	10,31,46,023	1,26,75,440	65,32,100	6·33	33,97,743	17,51,621	...	+13,82,736	
1892	10,60,47,429	1,15,56,446	62,38,727	5·88	32,86,181	16,53,922	...	+6,98,624	
1893	10,68,29,000	1,20,51,147	66,35,138	6·21	39,53,310	16,49,185	...	+10,32,643	
1894	10,73,52,685	1,40,15,726	83,53,559	7·78	41,01,624	18,21,850	...	+23,60,085	
1895	10,71,92,132	1,45,09,739	89,74,474	8·37	41,50,415	18,72,565	...	+29,51,494	
1896	10,97,80,618	1,50,81,670	90,02,286	8·20	41,06,132	17,56,150	...	+31,40,004	
1897	11,47,69,205	1,47,62,233	80,60,612	7·02	42,80,503	16,53,278	...	+21,26,831	
1898	11,78,54,619	1,47,17,879	83,35,064	7·07	48,89,356	15,75,620	...	+23,70,088	
1899	12,16,49,777	1,56,12,486	83,01,083	6·82	45,00,276	15,62,391	...	+22,38,416	
1900	12,58,52,617	1,71,00,460	92,46,424	7·35	47,02,516	15,66,769	...	+29,77,139	
1901	13,19,95,226	1,65,99,446	83,08,261	6·29	47,11,665	23,37,123	...	+13,59,493	
1902	13,99,82,381	1,78,93,098	91,48,340	6·54	44,25,883	23,29,895	...	+23,92,562	
1903	14,91,79,763	1,81,52,429	88,57,094	5·94	47,10,867	23,33,377	...	+18,12,850	
1904	15,89,84,505	1,94,63,098	88,23,872	5·55	50,38,905	23,33,925	*33,597	+14,16,945	
1905	19,04,12,932	2,08,73,194	96,19,904	5·05	56,28,338	23,33,780	...	+16,57,786	
1906	20,23,66,593	2,46,31,081	1,06,08,661	5·24	63,28,666	23,33,925	...	+19,46,070	

*Represents payment made to the Brahmaputra-Sultanpur Branch—Railway Company up to 1st April 1904, on account of surplus profits and other adjustments.

TABLE II.

Calendar year.	3 (*a*)				3 (*b*)							
	Eastern, Southern and Central sections (5′ 6″ gauge).		Calcutta and South-Eastern section (5′ 6″ gauge).		Northern Bengal (State) (3′ 3⅜″ gauge).		Kaunia-Dhurlia (2′ 6″ gauge).		Northern, Behar and Kaunia-Dhubri sections and Gauhati extension, including the Ranaghat Krishnagar and Teesta-Kurigram branches and the British section of the Santahari extension (3′ 3⅜″ and 2′ 6″ gauges).		Dacca section (3′ 3⅜″ gauge).	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
1862	94	55·59	36	128·39	...	...	...	...	...	...	...	...
1863	149	48·43	58	131·07	...	...	...	...	...	...	...	...
1864	176	53·67	53	137·03	...	...	...	...	...	...	...	...
1865	233	48·98	75	114·32	...	...	...	...	...	...	...	...
1866	243	51·05	79	118·59	...	...	...	...	...	...	...	...
1867	279	48·71	64	133·60	...	...	...	...	...	...	...	...
1868	308	46·33	60	173·12	...	...	...	...	...	...	...	...
1869	313	50·29	55	145·54	...	...	...	...	...	...	...	...
1870	335	55·69	55	104·88	...	...	...	...	...	...	...	...
1871	270	56·01	49	90·82	...	...	...	...	...	...	...	...
1872	344	66·60	40	92·07	...	...	...	...	...	...	...	...
1873	377	49·08	70	102·56	...	...	...	...	...	...	...	...
1874	433	52·18	62	78·35	...	...	...	...	...	...	...	...
1875	356	62·16	71	80·48	...	...	...	...	...	...	...	...
1876	401	43·66	68	108·62	...	...	...	...	...	...	...	...
1877	529	41·07	81	81·74	20	140·29	...	...	...	...	...	...
1878	512	43·71	86	75·08	81	75·31	...	...	...	...	...	...
1879	494	45·97	92	66·44	101	99·96	...	...	...	...	...	...
1880	540	44·81	98	71·32	114	60·10	...	...	...	...	...	...
1881	621	40·91	104	66·43	137	51·23	...	...	...	...	...	...
1882	611	40·60	130	97·42	160	49·04	25	92·97	...	...	...	...
1883	466	50·14	109	54·97	169	49·20	33	81·49	...	...	...	...
1884	422	54·06	Included with Eastern and Southern sections.		156	69·93	39	78·26	...	...	...	...
1885	380	61·25			153	70·16	31	107·29	...	...	47	141·12
1886	403	61·97			189	52·85	29	122·87	...	...	56	111·47
1887	268	52·23										
1888	546	47·47	...	...	Included with Eastern and Southern sections.				Included with Eastern and Southern sections.			
1889	563	44·60	...	...								
1890	521	47·12	...	...	...	...	...	...	...	...	...	...
1891	562	43·61	...	...	...	...	...	...	181	55·48	93	62·10
1892	562	44·32	...	...	...	...	...	...	165	47·32	85	64·40
1893	529	43·74	...	...	...	...	...	...	182	45·17	96	62·41
1894	621	40·33	...	...	...	...	...	...	191	39·14	112	54·46
1895	649	35·97	...	...	...	...	...	...	199	40·29	120	51·49
1896	676	39·74	...	...	...	...	...	...	212	40·04	115	53·27
1897	678	46·48	...	...	...	...	...	...	195	42·44	114	55·92
1898	652	41·86	...	...	...	...	...	...	201	44·88	129	51·68
1899	649	49·30	...	...	...	...	...	...	218	42·21	131	55·78
1900	689	47·75	...	...	...	...	...	...	245	42·14	146	58·83
1901	678	50·89	...	...	...	...	...	...	225	46·91	157	65·12
1902	728	48·18	...	...	...	...	...	...	235	48·65	146	62·12
1903	707	50·27	...	...	...	...	...	...	239	50·14	144	78·25
1904	751	53·14	...	...	...	...	...	...	233	55·69	145	67·62
1905	613	54·61	...	...	...	...	...	...	241	48·77	155	67·28
1906	545	58·91	...	...	...	...	...	...	243	54·06	190	56·74

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL (STATE) RAILWAY SYSTEM**—*contd.*

3 (*a*) and (*b*) Eastern Bengal (State) railway (5′ 6″, 3′ 3⅜″ and 2′ 6″ gauge sections)—*concld.*

Statistics of working—*concld.*

The tables below show the statistics of working of the Central section, the Brahmaputra-Sultanpur and Ranaghat-Krishnagar branches before they were purchased by the State.

Central section (late Bengal Central railway) (5′ 6″ gauge).

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Interest.	Company's share of net earnings.	Gain or loss to the State.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1881	10,51,983	...	...	...	51,616	...	—51,616	...	...
1882	46,32,355	...	...	...	1,85,534	...	—1,85,534	...	...
1883	70,36,235	1,07,954	—39,390	...	3,17,449	...	—3,56,839	64	136·50
1884	90,54,719	4,54,337	—1,19,682	...	3,62,189	...	—4,81,871	76	126·31
1885	90,04,061	5,35,353	8,233	0·09	3,60,162	...	—3,51,929	82	98·46
1886	89,35,705	5,67,343	—42,528	...	3,75,210	...	—4,17,738	87	102·70
1887	91,09,422	6,48,494	—7,928	...	4,60,840	...	—4,68,768	100	101·22
1888	92,53,170	7,12,901	1,58,145	1·71	5,19,942	...	—3,61,797	110	77·82
1889	94,46,671	7,87,191	2,95,983	3·13	5,18,693	...	—2,22,705	113	59·85
1890	96,88,212	6,67,804	2,45,907	2·54	4,39,962	58,992	—2,53,047	103	63·18
1891	99,44,345	8,11,686	3,27,736	3·30	4,72,482	73,429	—2,18,175	125	59·62
1892	1,00,65,784	7,69,947	6,12,903	3·11	5,30,251	74,600	—2,91,948	118	59·33
1893	1,00,88,983	7,83,529	3,14,992	3·12	5,37,007	79,647	—3,01,662	121	59·80
1894	1,01,41,094	8,20,179	2,41,182	2·37	6,11,415	...	—3,70,233	126	60·92
1895	1,01,77,466	9,47,391	3,98,809	3·92	6,08,944	85,023	—2,95,158	146	57·90
1896	1,06,38,927	9,88,266	3,44,465	3·20	5,69,175	91,306	—3,16,016	144	62·85
1897	1,17,36,810	11,38,199	5,16,922	4·40	5,36,809	95,271	—1,15,158	175	56·98
1898	1,23,58,300	10,24,657	3,68,006	2·98	5,19,231	1,20,642	—2,71,865	158	64·08
1899	1,26,78,629	11,39,689	4,41,613	3·48	5,07,035	97,581	—1,62,803	158	61·23
1900	1,26,96,415	13,33,419	5,50,699	4·34	5,04,985	1,24,611	—78,897	185	58·70
1901	1,29,54,075	14,05,248	6,42,940	4·96	5,08,291	1,46,144	—11,495	194	54·25
1902	1,31,11,415	13,17,314	5,73,918	4·38	5,11,298	1,53,667	—91,047	182	56·43
1903	1,31,88,948	15,08,506	5,07,425	3·85	5,15,051	1,21,830	—1,29,456	209	66·36
1904	1,31,50,812	15,59,668	5,39,679	4·10	5,15,679	1,30,367	—1,06,367	216	65·40
1905 1st half	1,31,77,027	6,66,363	1,58,575	1·20	4,475	38,525	+1,15,575	181	76·20
1905 2nd half	...	...	Amalgamated with the Eastern Bengal (State) railway.						

Brahmaputra-Sultanpur (3′ 3⅜″ gauge) branch.

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Interest.	Company's share of net earnings.	Gain or loss to the State.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		
1897	2,02,919	...	...	...	...	...	...	...	...	Net earnings during 1899 and 1900 were paid over to the Company and interests up to 1900 were charged to capital.
1898	12,55,457	...	...	...	...	...	...	...	...	
1899	19,58,137	36,300	...	...	...	...	...	38	45·00	
1900	24,20,811	1,86,587	...	...	...	...	...	58	45·00	
1901	28,27,619	1,96,848	61,375	2·17	42,414	...	+18,961	64	45·00	
1902	29,17,993	2,40,424	1,32,223	4·53	86,750	9,480	+36,003	78	45·00	
1903	29,42,486	2,54,379	1,39,908	4·75	88,185	22,742	+28,981	82	45·00	
1904	...	Amalgamated with the Eastern Bengal (State) railway.					...	...	...	

Ranaghat-Krishnagar (2′ 6″ gauge) branch.

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Subsidy from District Board.	Total income.	Per cent. of total income on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	7,22,369	...	...	...	...	...	...	...	...
1899	7,27,809	46,348	8,415	1·16	12,352	20,767	2·85	59	81·84
1900	7,51,809	69,302	19,442	2·59	9,472	28,914	3·85	66	71·95
								66	78·03
1901	7,51,157	69,117	15,185	2·02	1,465	16,650	2·22	72	77·97
1902	7,51,158	76,180	21,353	2·84	15,960	37,313	4·97	32	60·86
1903	7,48,657	86,434	33,832	4·55	5,674	39,506	5·31	...	...
1904 1st half	...	40,861	12,160	...	2,876	15,036	...	...	...
1904 2nd half	...	...	Amalgamated with the Eastern Bengal (State) railway.						

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head } 3}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL (STATE) RAILWAY SYSTEM—*contd.***

3 (*c*) Mymensingh-Jamalpur-Jagannathganj Branch railway (3′ 3⅜″ gauge)—

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal (State) railway at Goalundo by the India General Steam and River Steam Navigation Companies' steamer services.

Details of construction—

This railway is 53·22 miles long. Its construction was sanctioned in 1896 and it was opened in 1899.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on sâl sleepers

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,864 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Terms of contracts—

The Mymensingh-Jamalpur-Jagannathganj branch railway is worked under the following contracts :—

Contracts of—6th January 1897 (between the Secretary of State and the India General Steam Navigation Company) for the construction and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.

3rd October 1899 (between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State) for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway office from Calcutta to London.

The general conditions of the contracts are as follows :—

Government aid.—Government in respect of each year allow to the Mymensingh-Jamalpur-Jagannathganj Branch Railway Company, by way of rebate on the share attributable to the Eastern Bengal (State) railway of the receipts from traffic interchanged between the two railways, such a sum not exceeding in any year the net earnings from traffic except railway stores interchanged between the Eastern Bengal (State) railway system and this railway, as will, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of 3½ per cent. per annum on the actual capital expenditure. Land has been provided free of charge.

Currency of contracts.—Government may determine the contracts on 12 months' notice either on the 31st December 1919, or at the end of any subsequent period of 10 years or on the 31st December 1948, the Government paying, if contracts are determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, but not exceeding by more than 20 per cent., or not being less than, the total capital expenditure; and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—After deduction of 45 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), in which is included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company.

Rates and fares.—To be arranged between Government and the working agency within the maxima and minima rates in force on the Eastern Bengal (State) railway.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Rebate from E. B. S. Ry.	Total income.	Percentage on capital outlay.	Table II. Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1896	1,950	...	...	...	...	...	...	...	...
1897	5,54,688	...	...	...	...	...	...	...	...
1898	10,44,628	7,660	4,213	0·40	...	4,213	0·40	27	45·00
1899	16,11,248	66,499	36,575	2·27	...	36,575	2·27	35	45·00
1900	18,78,395	1,62,028	89,116	4·74	...	89,116	4·74	58	45·00
1901	20,84,346	1,67,756	92,265	4·43	...	92,265	4·43	60	45·00
1902	22,85,677	2,05,251	1,12,888	4·94	...	1,12,888	4·94	74	45·00
1903	23,28,917	2,22,825	1,21,993	5·37	...	1,24,993	5·37	82	43·90
1904	23,51,113	2,21,168	1,24,312	5·29	...	1,24,312	5·29	81	43·79
1905	23,86,039	2,16,642	1,18,748	4·98	...	1,18,748	4·98	81	45·19
1906	24,15,248	2,72,929	1,50,030	6·21	...	1,50,030	6·21	103	45·03

3 (*d*) Cooch Behar railway (2′ 6″ gauge)—

Details of construction—

This railway is 33·60 miles long, consisting of main line, 22·15 miles, and branch, 11·45 miles known as the Native State section of the Cooch Behar-Santrabari extension. Its construction was sanctioned in 1891 and it was opened throughout in 1900.

Permanent-way.—The line is laid for 19·55 miles with 25-lb. and for 1·83 miles with 41½-lb. steel rails on sâl and pyinkado sleepers, and for 12·22 miles with 40-lb. iron rails on sâl sleepers. All rails are flat-footed.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL (STATE) RAILWAY SYSTEM—*concld.***

3 (*d*) Cooch Behar railway (2′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Ballast.—The line is laid without ballast.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 2,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Cooch Behar railway is worked under the following agreement:—

**Agreement*—of 15th June 1903, having effect from the 1st January 1901, (between the Secretary of State and His Highness the Maharaja of Cooch Behar) for working.

The general conditions of the agreement are as follows:—

Government aid.—The line is the property of the Cooch Behar State.

Currency of agreement.—The Eastern Bengal (State) railway to maintain and work the Cooch Behar State railway for a period of five years from 1st January 1901.

Terms of working.—The Eastern Bengal (State) railway to receive 40 per cent. of the gross earnings for maintenance and working; provided that when the stock of the Eastern Bengal (State) railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal (State) railway will receive and retain up to, but not exceeding, 45 per cent. of the gross earnings obtained from the use of such stock. The percentage of working charges will cover the cost of 'New Minor Works' up to the limit of Rs. 30 per mile per annum.

Rates and fares.—The Eastern Bengal (State) railway administration have full control over rates and fares.

* [NOTE.—The revision of this agreement is under consideration.]

Statistics of working—

Calendar year.	TABLE I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	TABLE II. Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	
1891	14,685	...	...	...	...	...
1892	4,09,136	...	...	...	...	...
1893	6,65,172	5,846	—2,455	...	13	188·94
1894	7,14,318	40,230	8,576	1·20	35	78·71
1895	7,30,953	53,174	19,200	2·63	46	63·89
1896	7,66,784	70,128	38,570	5·03	61	45·00
1897	9,01,219	64,262	35,344	3·92	51	45·00
1898	10,32,938	66,124	6,687	0·65	57	45·00
1899	12,99,031	82,778	43,073	3·32	53	47·95
1900	12,83,906	94,792	51,602	4·02	50	43·41
1901	13,94,923	1,27,596	74,667	5·35	72	41·48
1902	13,95,766	1,24,741	74,452	5·33	71	40·31
1903	14,01,329	1,42,540	83,834	5·62	82	41·19
1904	14,71,331	1,47,575	86,996	5·91	84	41·05
1905	14,82,893	1,48,488	87,313	5·88	85	41·20
1906	14,87,786	1,68,754	77,815	5·23	97	53·89

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—**

Chairman.—Bazett Wetenhall Colvin, Esq.

Secretary.—Charles W. Young, Esq.

Offices.—Nicholas Lane, London, E. C.

Lines comprising the system.—The East Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) East Indian railway (5′ 6″ gauge)	2,165·04	258·72	2,423·76
(*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)	162·36	...	162·36
(*c*) South Behar railway (5′ 6″ gauge)	78·76	...	78·76
(*d*) Tarkessur railway (5′ 6″ gauge)	22·23	...	22·23
Total	2,428·39	258·72	2,687·11

Running powers—

	Miles.
Home line over Foreign lines:—	
Agra East Bank to Agra Fort, Rajputana-Malwa railway } for goods trains only	1·00
Naihati to Bracc Bridge Junction and Chitpore, Eastern Bengal (State) railway } for goods trains only	34·50
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand (State) railway, for passenger trains only	10·00
Total	45·50
Foreign lines over Home line:—	
Bengal-Nagpur railway at Katni } for passenger and goods trains	0·30
" " " at Asansol } for passenger and goods trains	0·50
" " " at Howrah } for passenger and goods trains	1·00
Great Indian Peninsula railway, Agra to Tundla } for passenger trains only	12·75
" " " at Cawnpore { for passenger trains only / for goods trains only	0·97 / 0·52
" " " at Manikpur { for passenger trains only / for goods trains only	0·63 / 0·38
" " " at Katni } for passenger and goods trains.	13·00
North-Western and Oudh and Rohilkhand (State) railways, Ghaziabad to Delhi } for passenger and goods trains.	
Total	30·05

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d).}}$ **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*a*) East Indian railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the East Indian railway proper is 2,165·04 miles. This may be divided into (1) main line (Howrah to Delhi), 955·08 miles; (2) Grand Chord line (Sitarampur to Moghal Sarai), 281 miles; (3) Loop line (Khana junction to Kiul), 250·39 miles; and (4) branches, 678·57 miles. Of the above 518·27 miles are double and 2·20 miles triple line.

There were in addition 258·72 miles of single line sanctioned for construction, of which 143·32 miles are actually under construction. 13·60 miles of existing single line are also in course of being doubled. The first sanction to constructing the main line was given in 1851 and it was opened throughout in 1871. The Loop line was opened in 1862 and the Grand Chord in 1906.

Permanent-way.—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Baran-Daltonganj branch, Agra branch and Shikohabad-Farukhabad branch are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both up and down roads of the main line from Howrah to Mokameh, a distance of 284 miles, the rails are 85-lb. bull-headed, with the exception of a few short lengths which still remain to be relaid. 85-lb. bull-headed rails have also been laid on the single line between Moghal Sarai and Khaga, a distance of 147 miles, and Sitarampur to Paharpur, a distance of 134 miles. The rest of the main line and branches are laid with double-headed rails weighing 75 lbs. per yard.

As at present laid, about thirty per cent. of the sleepers are wood and the remainder are iron. The wooden sleepers principally consist of sâl and deodar; but of late Jharrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham Olpherts' pattern and weigh about 252 lbs. each.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout, except on the Damuda, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Baran-Daltonganj and Shikohabad-Farukhabad branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia chords. The Grand Chord is being fenced.

Curves.—The sharpest curve is of 1,525 feet radius.

Gradients.—The ruling gradient of the main line is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord the ruling gradient is 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient of the Loop line, the Ondal-Sainthia Chord and the Jubbulpore branch is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—22nd December 1879.—East Indian Railway Company's principal contract.

10th November 1893.—Contract for the incorporation of the following State branches in the undertaking:—Ghazipur (Dildarnagar to Tarighat); Bhadreswar (Bhadreswar junction to the right bank of the Hooghly); Mokameh (Mokameh junction to the Ganges); Digha Ghat (Bankipore junction to the right bank of the Ganges at Digha Ghat); Jharia (Barakar to the Jharia coal-fields); Toposi colliery (Toposi to Khairabad, Nundi to Panuria and Salanpur to Shamdi); Gya (Bankipore to Gya); and Azimganj (Nalhati to Azimganj).

26th February 1896.—As to debenture capital.

22nd November 1897.—Contract for the construction and working of the Moghal Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

The general conditions of the contracts are as follows:—

Government aid.—Government guarantee interest at 4 per cent. in sterling on £6,550,000 (being capital representing the deferred portion, *i.e.*, one-fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

Terms of contracts.—The lines were purchased from the East Indian Guaranteed Railway Company by the State on the 1st January 1880, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian Railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent. per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

* Company's stock at date of purchase ... £26,200,000
Premium of 25 per cent. 6,550,000
£32,750,000

Currency of contracts.—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

NOTE.—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement the principal contract will not be determined before the 31st December 1919.

Power of Company to surrender contract.—See currency of contracts.

Terms of working.—After deducting working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to the Provident Fund) up to a sum of 25 lakhs of rupees are divided

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway proper (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

in proportion of four-fifths to Government and one-fifth to the Company. Any excess over 25 lakhs of rupees is divided in proportion of fourteen-fifteenths to Government and one-fifteenth to the Company.

Rates and fares.—Certain maxima and minima rates and fares have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Annuity.	Company's share of net earnings.	Gain or loss to the State.	Remarks.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879	34,32,77,360	4,35,46,730	2,86,14,479	8·34	1,65,74,363	...	61,25,877	+ 59,14,239	
1880	34,35,77,327	4,35,04,947	2,86,72,035	8·35	*1,98,06,263	...	17,72,690	+ 70,93,082	*Interest in 1880 includes annuity charges, which cannot be separated.
1881	34,87,63,677	4,54,11,472	3,08,35,036	8·84	31,05,426	1,73,92,000	20,63,867	+ 82,73,743	
1882	35,07,21,455	4,71,17,594	2,96,57,086	8·46	32,81,764	1,73,92,000	17,83,073	+ 71,95,249	
1883	35,24,91,304	4,94,67,085	3,11,50,980	8·84	33,16,170	1,72,57,772	19,99,731	+ 80,77,307	
1884	35,57,38,760	4,38,38,714	2,73,22,003	7·68	35,58,035	1,78,50,459	11,72,323	+ 47,41,188	
1885	35,85,96,619	4,63,86,914	3,30,16,960	9·21	38,13,262	1,79,75,714	16,29,502	+ 95,98,482	
1886	36,06,85,918	4,66,70,853	3,05,13,359	8·46	39,91,104	1,89,50,137	14,97,276	+ 60,74,842	
1887	36,12,14,681	4,60,65,661	3,13,34,263	8·67	40,70,944	1,92,13,333	15,87,252	+ 64,62,734	
1888	36,09,27,530	4,54,36,902	3,03,35,075	8·40	40,73,297	2,06,43,530	11,64,698	+ 47,53,555	
1889	36,19,22,300	4,49,57,901	2,94,05,230	8·12	41,84,108	2,09,60,000	8,31,347	+ 34,25,775	
1890	36,21,22,758	4,40,57,665	2,98,26,815	8·24	41,83,278	2,08,13,530	10,37,019	+ 42,62,988	
1891	36,15,18,827	4,56,87,001	3,60,37,028	9·97	43,93,426	1,86,94,054	26,45,392	+ 1,03,04,156	
1892	36,24,97,506	4,91,41,600	3,48,16,719	9·60	37,25,754	2,06,47,164	20,88,760	+ 85,55,041	
1893	36,91,20,357	5,08,44,654	3,60,94,293	9·78	41,26,889	2,34,46,780	17,04,125	+ 68,16,499	
1894	37,24,36,356	5,26,89,485	3,64,26,405	9·78	43,37,988	2,48,89,582	15,39,767	+ 61,59,068	
1895	37,82,18,020	5,41,50,856	3,78,34,726	10·00	45,73,681	2,61,01,122	14,29,078	+ 57,30,845	
1896	38,27,66,003	5,40,69,142	3,67,77,682	9·61	46,90,562	2,58,59,455	12,45,733	+ 49,81,932	
1897	39,39,91,173	5,88,28,013	4,14,93,469	10·53	48,20,238	2,47,34,406	23,87,763	+ 95,51,062	
1898	40,71,94,836	5,97,96,060	4,08,07,269	10·02	50,46,514	2,32,64,533	24,99,244	+ 99,96,978	
1899	42,70,40,208	6,35,45,974	4,26,60,018	9·99	54,64,902	2,21,45,516	30,09,920	+ 1,20,39,680	
1900	44,28,43,540	6,84,74,972	4,47,15,571	10·10	60,18,054	2,15,60,963	18,09,104	+ 1,53,27,450	
1901	45,66,59,069	7,03,96,636	4,57,13,311	10·01	65,46,878	2,16,32,360	18,51,450	+ 1,56,32,623	
1902	47,06,40,852	6,77,38,713	4,29,30,833	9·13	70,34,492	2,16,46,868	16,19,965	+ 1,26,79,508	
1903	48,79,61,454	6,99,72,699	4,63,98,422	9·52	74,46,371	2,16,15,000	16,82,231	+ 1,56,54,820	
1904	50,26,09,029	7,59,71,544	5,05,64,422	10·06	80,23,978	2,16,15,000	20,64,276	+ 1,88,61,168	
1905	52,58,72,727	7,50,47,139	4,81,85,134	9·16	86,75,860	2,16,15,000	18,62,075	+ 1,60,32,199	
1906	54,79,28,490	8,02,50,910	4,87,80,504	8·90	94,14,220	2,16,15,000	18,50,039	+ 1,59,00,545	

TABLE II.

Calendar year.	East Indian (5′ 6″ gauge).		Patna-Gya (5′ 6″ gauge).		Nalhati (4′ 0″ gauge).		Dildarnagar-Ghazipur (5′ 6″ gauge).		Calendar year.	East Indian (5′ 6″ gauge).		Patna-Gya (5′ 6″ gauge).		Nalhati (4′ 0″ gauge).		Dildarnagar-Ghazipur (5′ 6″ gauge).	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.		Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.		Rs.		Rs.		Rs.			Rs.		Rs.		Rs.		Rs.	
1854	191	62·18	...	...	...	...	...	...	1881	578	31·85	173	65·11	47	79·20	63	99·52
1855	108	51·97	...	...	...	...	...	...	1882	601	36·94	184	60·51	51	73·05	73	85·24
									1883	630	36·95	158	51·93	57	69·63	80	49·87
									1884	558	37·61	174	57·48	55	90·34	75	58·37
1856	167	40·62	...	...	...	...	...	...	1885	589	35·25	174	52·52	54	82·08	75	52·28
1857	232	38·12	...	...	...	...	...	...									
1858	279	46·49	...	...	...	...	...	...	1886	591	34·59	180	52·01	59	85·29	76	52·05
1859	253	44·77	...	...	...	...	...	...	1887	583	31·70	178	46·53	65	70·57	77	46·45
1860	231	48·36	...	...	...	...	...	...	1888	567	33·24	168	47·97	74	78·39	74	91·13
									1889	557	34·59	175	48·70	73	78·15		
1861	240	46·49	...	...	...	...	...	...	1890	538	31·35	174	45·80	71	78·01	...	...
1862	192	53·81	...	...	...	...	...	...								...	...
1863	222	55·01	...	...	...	...	...	...	1891	615	27·21	204	42·76	66	62·97	...	...
1864	253	50·79	...	...	36	48·88	...	...	1892	587	28·47	193	42·94	Converted to 5′ 6″ gauge.		...	...
1865	311	44·82	...	...	41	63·28	...	...									
1866	374	44·24	...	...	36	105·15	...	...	1893	584	27·44	...	...	...	...	...	...
1867	369	48·91	...	...	45	68·81	...	...	1894	604	30·87	...	...	...	...	...	...
1868	346	44·88	...	...	57	83·60	...	...	1895	603	31·07	...	...	...	...	...	...
1869	399	44·42	...	...	60	89·64	...	...									
1870	424	43·68	...	...	60	48·77	...	...	1896	597	31·98	...	...	..	...	...	...
									1897	649	29·47	...	...	...	...	...	...
1871	338	43·36	...	...	55	58·07	...	...	1898	658	31·76	...	...	...	...	...	...
1872	368	41·44	...	...	53	57·14	...	...	1899	697	32·84	...	...	...	...	...	...
1873	382	38·75	...	...	60	60·06	...	...	1900	708	34·78	...	...	...	...	...	...
1874	474	35·70	...	...	61	67·22	...	...									
1875	374	39·58	...	...	57	76·42	...	...	1901	733	35·06	..	...	...	...	...	...
									1902	687	36·55	...	...	...	...	...	...
1876	452	35·08	...	...	54	111·15	...	...	1903	692	33·64	...	...	...	...	...	...
1877	505	31·35	...	...	64	100·47	...	...	1904	749	33·39	...	...	...	...	...	...
1878	507	35·69	...	...	64	79·41	...	...	1905	738	35·74	...	...	...	...	...	...
1879	552	32·86	121	55·84	65	67·56	...	...									
1880	549	33·04	162	56·13	49	105·33	56	126·33	1906	(*a*) 732	(*a*)38·65	...	...	...	...	...	...

(*a*) Includes the South Behar railway which is now worked as part of the undertaking.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*b*) **Delhi-Umballa-Kalka railway** (5′ 6″ gauge)—

Chairman.—Colonel Alexander Jerome Filgate, R.E.

Secretary.—C. E. Rutter, Esq.

Offices.—17, Victoria Street, Westminster, S. W.

Details of construction—

This railway is 162·36 miles long. It was opened throughout in 1891.

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham Olpherts' cast-iron plate and wooden sleepers with cast iron chairs.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,010 feet radius.

Gradients.—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.

12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.

19th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for raising of additional capital by the issue of debentures.

19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the 2 per cent. of gross earnings previously retained by Government.

24th July 1896 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the provision of funds for capital works.

9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of 3¼ per cent. on share capital.

The general conditions of the contracts are as follows:—

Government aid.—By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3¼ per cent. per annum on their share capital. Land was also provided free of cost.

Currency of contracts.—The contracts may be determined by effluxion of time on the 31st December 1916, unless some arrangement is effected for continuing the working. Should such arrangement be made, Government may determine the contracts on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.

Power of Company to surrender contracts.—Nil.

Terms of working.—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1916, taking 48 per cent. of the gross receipts of the railway for the working agency (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) and paying 52 per cent. to the Company. Surplus profits in excess of 3¼ per cent. per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter all surplus profits belong to the Company.

Rates and fares.—To be agreed upon from time to time between the Secretary of State and the working agency; but in the case of that portion of the line between Delhi and Umballa they are to be not more than the maximum, nor less than the minimum, rates and fares in force on the East Indian railway, and in the case of the portion between Umballa and Kalka not more than three times such maximum nor less than such minimum.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Subsidy from Government.	Total income.	Percentage of total income on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1889	58,90,335	...	...	...	...	...	...	...	...
1890	1,35,55,580	...	...	...	...	...	...	...	...
1891	1,55,44,692	9,07,697	4,72,002	3·04	...	4,72,002	3·04	128	48·00
1892	1,58,22,137	10,81,769	5,62,520	3·56	...	5,62,520	3·56	129	48·00
1893	1,55,24,000	11,98,508	6,23,224	4·01	...	6,23,224	4·01	143	48·00
1894	1,55,25,547	13,37,526	6,95,514	4·48	...	6,95,514	4·48	159	48·00
1895	1,55,06,120	14,66,519	7,59,470	4·90	...	7,59,470	4·90	174	48·00
1896	1,54,49,783	13,18,840	6,85,797	4·44	...	6,85,797	4·44	158	48·00
1897	1,53,26,585	15,73,319	8,18,126	5·34	...	8,18,126	5·34	186	48·00
1898	1,53,43,587	16,07,512	8,35,906	5·45	...	8,35,906	5·45	191	48·00
1899	1,53,01,272	14,40,378	7,29,541	4·77	...	7,29,541	4·77	172	48·00
1900	1,53,15,467	13,72,523	7,13,712	4·66	...	7,13,712	4·66	163	48·00
1901	1,52,92,648	18,05,858	9,39,046	6·14	...	9,39,046	6·14	213	48·00
1902	1,54,23,791	18,66,695	9,70,681	6·29	...	9,70,681	6·29	221	48·00
1903	1,55,49,998	18,39,969	9,52,099	6·12	...	9,52,099	6·12	216	48·00
1904	1,55,51,763	18,53,475	9,63,807	6·19	...	9,63,807	6·19	218	48·00
1905	1,56,07,499	20,16,938	10,48,807	6·72	...	10,48,807	6·72	238	48·00
1906	1,57,26,333	20,04,218	10,42,194	6·63	...	10,42,194	6·63	237	48·00

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*c*) South Behar railway (5′ 6″ gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.

Secretary.—E. Z. Thornton, Esq.

Offices.—45, Queen Anne's Gate, Westminster, S. W.

Details of construction—

This railway is 78·76 miles long. It connects Luckeeserai with Gya and was opened in 1899.

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

Curves.—The sharpest curve is of 3,000 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction.

22nd August 1895 (between the Secretary of State and the East Indian Railway Company) for working.

The general conditions of the contracts are as follows:—

**Government aid.*—Government, in respect of each half-year, allow to the South Behar Railway Company, by way of rebate on the share attributable to the East Indian railway of the receipts from traffic interchanged between the two railways, a sum not exceeding 30 per cent. of such share as will, together with the net earnings of the South Behar Railway Company, make up an amount equal to interest for the half-year at the rate of 4 per cent. per annum on the actual capital expenditure on the South Behar railway. For the purpose of calculating this rebate, the capital expenditure is to be regarded as not exceeding Rs. 120 lakhs, and the amount towards making up of which the rebate is to be allowed is to be limited to Rs. 2,40,000 in any half-year. Land was also provided free of cost.

Currency of contracts.—Government have power to determine the contracts on the 30th June 1919, or at the end of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England an amount equal to the total paid up capital in sterling, so far as such capital has been expended on the undertaking with the authority of the Secretary of State.

Power of Company to surrender contracts.—Nil.

**Terms of working.*—For the first two years after the opening of any section, the cost of maintenance was charged against capital, Government retaining only 35 per cent. of the gross earnings for providing rolling-stock and working the line, the remaining 65 per cent. going to the Company. Thereafter, Government retain 45 per cent. of the gross earnings (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work' and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) to meet the cost of maintaining, stocking and working the line, the Company taking the remaining 55 per cent.

**Rates and fares.*—To be agreed upon from time to time between the Government and the working agency within the maxima and minima rates and fares in force on the East Indian railway.

[*NOTE.—It has since been agreed between the Secretary of State and the South Behar Railway Company that, in lieu of the net receipts as provided by clause 30 of the contract of the 7th August 1895, a fixed sum by way of rental at the rate of £30,000 per annum as from the 1st January 1926 will be paid to the Company by the Secretary of State. The clauses of the same contract relating to the application of gross earnings, rebate, net receipts, maintenance and working, rates and fares, and other clauses similarly affected, by the new agreement, will be cancelled, and provision made by a new contract for the use and working of this railway, and the making of any alterations, improvements or additions by the Secretary of State, at his own risk and cost, free from control or interference by the Company. It has also been arranged between the Secretary of State and the East Indian Railway Company that the latter shall work the South Behar Railway as part of their undertaking, instead of on the terms of the contract of the 22nd August 1895, the annual rental of £30,000 payable to the South Behar Railway Company, together with interest at 3½ per cent. on the Government advances for the purposes of the South Behar line forming a charge against the net revenue of the undertaking.]

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Rebate from E. I. Ry.	Total income.	Percentage of total income on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1895	5,17,988	...	...	...	...	...	...	...	...
1896	30,88,036	...	...	...	...	...	...	...	...
1897	62,72,345	...	...	...	...	...	...	...	...
1898	97,45,791	...	...	...	...	...	...	...	...
1899	1,18,16,730	2,03,628	1,32,163	1·12	38,403	1,65,566	1·40	101	35·00
1900	1,23,15,110	4,67,133	3,03,636	2·47	1,44,404	4,48,040	3·64	114	35·00
1901	1,23,66,533	5,14,370	3,06,822	2·50	1,28,082	4,36,904	3·53	125	40·02
1902	1,19,88,612	4,99,809	2,74,895	2·29	1,35,445	4,10,340	3·42	122	45·00
1903	1,20,01,897	5,34,605	2,88,553	2·40	1,57,708	4,46,241	3·72	128	45·00
1904	1,19,72,914	5,70,358	3,13,697	2·62	1,65,382	4,79,079	4·00	138	45·00
1905	1,19,77,154	5,55,199	3,05,360	2·55	1,72,721	4,78,081	3·99	135	45·00
1906	1,19,74,947	...	See note above.			...	...	...	...

4 (*d*) Tarkessur railway (5′ 6″ gauge)—

Details of construction—

This railway, which connects Seoraphuli, a station on the East Indian railway, with Tarkessur, is 22·23 miles long. Its construction was sanctioned in 1883 and it was opened in 1885.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—*concld.***

4 (*d*) Tarkessur railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Permanent-way.—The permanent-way consists of 74-lb. iron rails laid on Denham Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 2,700 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—8th September 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction.

15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working.

1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working.

The general conditions of the contracts are as follows:—

Government aid.—Land was provided free of cost.

Currency of contracts.—The contract of 1883 terminates on the 7th September 1982; but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years and thereafter at intervals of ten years. In the event of such determination Government will pay the Company a sum equal to the aggregate net profits during the twenty years preceding.

Power of Company to surrender contracts.—Nil.

Terms of working.—From the gross earnings are deducted working expenses (which may include capital expenditure classed as 'Minor Works' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole; 5 per cent. of the gross earnings for the hire of rolling-stock; and contribution to the Provident Fund. The balance is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.

Rates and fares.—Certain maxima have been fixed, and the Company is authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on Capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1885	16,88,995	2,62,313	1,24,424	7·37	227	52·57
1886	17,24,717	2,49,003	1,19,136	6·91	215	52·15
1887	17,28,410	2,63,792	1,32,274	7·65	228	49·86
1888	17,34,822	2,79,717	1,36,780	7·88	242	51·10
1889	17,28,138	2,84,895	1,36,578	7·90	246	55·51
1890	17,28,778	2,86,526	1,44,283	8·35	248	49·64
1891	17,29,021	3,05,132	1,63,478	9·45	264	46·42
1892	17,32,567	2,93,674	1,54,837	8·94	254	47·28
1893	17,47,280	2,83,051	1,50,420	8·61	245	46·86
1894	17,47,840	3,06,159	1,56,469	8·95	265	48·96
1895	17,53,340	3,08,156	1,59,091	9·07	267	48·37
1896	17,56,898	3,13,243	1,57,005	8·95	271	49·88
1897	17,57,160	3,12,656	1,62,563	9·25	270	48·01
1898	17,77,085	3,14,056	1,58,461	8·92	272	49·54
1899	17,84,168	3,03,759	1,52,491	8·55	267	50·58
1900	17,84,166	3,32,963	1,61,132	9·03	288	51·61
1901	17,92,283	3,30,390	1,57,828	8·81	285	2·23
1902	17,91,912	3,28,510	1,53,348	8·56	283	53·32
1903	17,93,985	3,33,924	1,62,741	9·13	288	50·96
1904	17,97,555	3,30,635	1,63,006	9·07	284	50·70
1905	17,98,615	3,26,715	1,55,221	8·63	282	52·49
1906	17,99,166	3,51,888	1,58,989	8·84	304	54·82

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (h)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—**

Chairman.—Rt. Hon'ble Sir Andrew R. Scoble, K.C.S.I.

Managing Director.—Colonel F. Firebrace, R.E.

Offices.—48, Copthall Avenue, E. C., London.

Lines comprising the system.—The Great Indian Peninsula railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(*a*) Great Indian Peninsula railway	(5′ 6″ gauge)	1,561·63	45·78	1,607·41
(*b*) Agra-Delhi Chord railway	(5′ 6″ gauge)	125·99	...	125·99
(*c*) Bhopal-Itarsi railway	(5′ 6″ gauge)	57·39	...	57·39
(*d*) Bhopal-Ujjain railway	(5′ 6″ gauge)	113·27	...	113·27
(*e*) Bina-Goona-Baran railway	(5′ 6″ gauge)	145·63	...	145·63
(*f*) Indian Midland railway	(5′ 6″ gauge)	809·85	...	809·85
(*g*) Gwalior Light railway	(2′ 0″ gauge)	183·53	66·39	249·92
(*h*) *Matheran Light railway*	(2′ 0″ gauge)	...	12·61	12·61
	Total	2,997·29	124·78	3,122·07

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (h)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only	7·25
At Agra, Rajputana-Malwa railway, for passenger and goods trains	2·89
At Cawnpore, East Indian railway, 0·97 mile, for passenger trains and 0·52 mile for goods trains	1·49
At Manikpore, East Indian railway, for passenger and goods trains	0·63
At Katni, East Indian railway, for goods trains only	0·38
At Katni, Bengal-Nagpur railway, for passenger trains only	1·60
At Ujjain, Bombay, Baroda and Central India railway, for passenger and goods trains	0·24
At Cawnpore, Oudh and Rohilkhand (State) railway, for passenger and goods trains	0·86
From Cawnpore to Lucknow, Oudh and Rohilkhand (State) railway, for passenger and goods trains	44·63
Total	59·97

Foreign lines over home line :—

	Miles.
Bombay, Baroda and Central India railway, Dadar Junction to Carnac bridge, for goods trains only	4·39
Bengal-Nagpur railway at Nagpur for Passenger and goods trains	0·65
Total	5·04

5 (*a*) **Great Indian Peninsula railway proper** (5′ 6″ gauge)—

This line was purchased by the State in 1900, but the working was left in the hands of the Company under the terms of a new Contract, dated the 21st December 1900.

Details of construction—

The open mileage of the Great Indian Peninsula railway proper is 1,561·63 miles. This may be divided into (*1*) *North-East line*, main line (Bombay to Jubbulpore), 615·10 miles; branches, 384·99 miles: (*2*) *South-East line*, main line (Kalyan to Raichur), 408·86 miles; branches, 152·68 miles. Of the above 567·48 miles are double and 4·92 miles quadruple line.

There are under construction 45·78 miles of single line.

First sanction to the construction of the North-East line was given in 1850 and it was opened throughout in 1870. The South-East line was sanctioned in 1854 and it was opened throughout in 1871.

Permanent-way.—The main line is laid with 86-lb. double-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the ghat sections, is laid with iron pots.

Ballast.—The line is fully ballasted throughout with sand gravel or broken stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, and Jalgaon-Amalner branches the line is fully fenced.

Curves.—The sharpest curve has a radius of 990 feet.

Gradients.—The ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the ghat sections is 1 in 37.

Terms of contract—

The railway is worked under the following contract :—

Contract of—21st December 1900 for working the Great Indian Peninsula railway and Indian Midland railway systems as one undertaking.

The general conditions of the contract are as follows :—

Government aid.—Government to pay interest at 3 per cent. per annum on the amount for the time being paid up, or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Company, which is at present authorised at £2,575,000. All capital will be provided by the Secretary of State bearing interest at the rate of 3½ per cent. per annum, or at such other rate as may be agreed upon; or will be raised by the Company, by the issue of debentures or debenture stock, at such rate of interest as the Secretary of State may determine. Land was provided free; but any land acquired after 30th June 1900 is paid for from the capital of the undertaking.

Terms of contract.—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £40,781,568,* payable, up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

	£
* Company's stock at date of purchase	34,859,218
Debentures and debenture stock	5,922,350
Total	40,781,568

Currency of contract.—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the Company from all debts and liabilities incurred under sanction.

Power of Company to surrender contract—Nil.

Terms of working.—From the gross earnings of the undertaking, that is of the Great Indian Peninsula and Indian Midland railways, there will be deducted—

(*i*) The working expenses, which may include any single item of capital expenditure not exceeding Rs. 2,000 to be classed as a 'Minor Work', subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(*ii*) A sum of Rs. 1,00,00,000 which is payable to Government;

(*iii*) Repayment, of all interest payable on all moneys other than shares or capital stock raised for the purposes of the undertaking or provided by Government after the 30th June 1900.

If the receipts for any year ending on the 30th day of June exceed the payments as above detailed for the same period, $\frac{12}{13}$ths of the surplus are paid to the Secretary of State and $\frac{1}{13}$th to the Company; provided that if the Company increases its new capital and issues further shares or stock as fully paid up in exchange for stock of the Indian Midland Railway Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of $\frac{1}{13}$th as the additional capital of the Company so exchanged bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads } (a) \text{ to } (h)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*contd.*

Statistics of working—

TABLE I.

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Guaranteed interest.	Annuity.	Company's share of net earnings.*	Gain or loss to the State.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
1879	25,59,56,152	2,52,48,315	1,01,90,602	3·98	1,24,45,846	...	6,31,091	—28,59,335
1880	25,58,96,113	2,49,53,253	1,11,05,551	4·34	1,24,93,200	...	5,53,886	—19,41,485
1881	25,75,86,095	3,20,56,823	1,61,74,097	6·28	1,24,93,200	...	18,23,748	+18,57,149
1882	25,75,90,499	3,53,63,201	1,80,88,483	7·02	1,24,93,200	...	32,05,883	+23,39,400
1883	26,07,58,700	3,51,14,365	1,75,36,005	6·72	1,25,12,825	...	33,22,918	+17,00,262
1884	26,34,97,600	3,36,56,544	1,59,55,250	6·06	1,42,81,503	...	24,76,048	—8,02,301
1885	26,84,43,316	3,64,32,047	1,79,31,397	6·68	1,51,17,467	...	26,97,344	+1,16,586
1886	26,92,99,673	3,92,57,907	2,08,78,390	7·75	1,60,91,138	...	39,59,569	+7,97,683
1887	27,03,76,543	3,99,27,468	2,10,80,237	7·80	1,66,44,568	...	41,03,068	+3,32,661
1888	27,25,93,364	4,10,59,219	2,16,35,667	7·94	1,72,81,176	...	43,31,246	+23,245
1889	27,50,39,981	3,70,68,814	1,78,91,616	6·51	1,74,32,160	...	26,82,255	—22,22,799
1890	27,77,29,064	3,81,45,242	1,90,22,952	6·85	1,55,23,271	...	31,04,971	+3,94,710
1891	27,75,19,781	4,52,55,333	2,32,50,708	8·38	1,67,57,262	...	51,89,008	+13,04,438
1892	27,72,17,255	4,03,65,627	2,01,95,097	7·28	1,98,04,314	...	33,13,506	—21,22,723
1893	27,72,93,860	3,88,13,742	1,79,90,922	6·49	1,91,65,618	...	29,23,476	—41,00,172
1894	27,91,09,712	3,62,74,296	1,62,42,786	5·82	2,18,32,651	...	30,40,331	—86,30,196
1895	27,95,39,235	3,37,90,194	1,47,16,901	5·26	2,16,97,060	...	16,20,361	—86,00,520
1896	27,90,29,173	3,44,19,629	1,54,05,060	5·52	2,02,18,872	...	21,58,257	—69,67,069
1897	27,92,85,611	2,84,32,402	98,83,654	3·36	1,89,46,479	...	...	—95,62,825
1898	28,18,37,621	3,48,77,496	1,41,02,053	5·00	1,83,20,513	...	13,57,327	—55,75,787
1899	28,55,49,756	3,58,09,431	1,56,57,520	5·48	1,79,65,941	...	17,77,092	—40,85,456
1900 1st half	39,27,49,717	3,46,31,925	95,37,130	3·15	89,65,500	...	14,48,203	—8,76,573
1900 2nd half			66,30,083	2·19	24,34,267	94,88,889	...	—52,93,073
1901	30,38,67,135	4,16,57,453	2,16,48,151	7·12	48,96,908	1,90,87,970	2,72,210	—26,08,937
1902	30,57,71,091	4,23,12,668	2,10,73,893	6·89	49,41,692	1,90,56,785	2,92,372	—32,17,456
1903	31,08,53,055	4,68,61,554	2,38,12,514	7·66	50,66,786	1,90,28,730	3,26,878	—6,09,880
1904	32,00,72,108	4,32,41,344	2,41,79,728	7·55	53,09,707	1,90,28,730	2,91,513	—4,50,252
1905	32,65,20,022	5,22,33,877	2,70,20,162	8·31	57,59,480	1,90,28,730	4,63,709	+17,68,243
1906	33,57,64,972	5,05,23,479	2,53,01,900	7·54	61,20,666	1,90,28,730	4,70,548	—3,18,044

TABLE II.

Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	
1853	119	45·90
1854	88	60·81
1855	89	70·21
1856	113	42·17
1857	158	45·27
1858	173	42·19
1859	172	51·19
1860	144	60·97
1861	139	76·35
1862	149	63·62
1863	175	67·55
1864	119	72·07
1865	414	59·54
1866	357	58·07
1867	368	55·69
1868	357	61·80
1869	348	67·79
1870	300	62·25
1871	307	63·03
1872	284	64·25
1873	284	64·09
1874	303	59·17
1875	324	47·28
1876	369	47·60
1877	492	43·30
1878	429	48·91
1879	383	59·24
1880	372	55·49
1881	426	49·40
1882	470	48·00
1883	466	47·67
1884	502	52·31
1885	467	50·46
1886	503	46·49
1887	511	46·84
1888	526	46·96
1889	494	51·42
1890	508	49·80
1891	584	48·25
1892	525	49·93
1893	501	53·57
1894	498	55·16
1895	496	56·33
1896	444	55·20
1897	367	66·96
1898	450	59·49
1899	492	55·76
1900	439	52·49
1901	518	48·03
1902	523	50·16
1903	575	49·18
1904	592	49·88
1905	641	48·27
1906	623	49·92

* Based on actual receipts and payments during the year.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads } (a) \text{ to } (h)}$. GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—*concld.*

WARDHA COAL BRANCH.

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Table II. Earnings per mile per week.	Table II. Proportion of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1879	55,99,772	1,65,158	6,078	0·11	2,51,434	—2,45,361	69	31·64
1880	57,32,931	3,02,879	—1,31,730	...	2,57,032	—3,88,762	65	152·90
1881	58,80,993	4,75,988	1,19,447	2·03	2,37,916	—1,18,469	197	104·35
1882	60,94,186	5,95,622	98,287	1·61	2,38,334	—1,40,547	255	76·80
1883	63,93,758	7,64,702	5,89,382	9·22	2,47,602	+3,41,780	126	59·80
1884	66,20,641	6,81,037	2,11,860	3·20	2,61,176	—49,316	121	64·80
1885	66,65,755	6,53,649	1,46,395	2·20	2,64,219	—1,17,824	108	80·66
1886	71,93,093	7,28,205	1,35,936	1·89	2,78,228	—1,42,292	114	92·23
1887	71,00,635	7,68,052	1,31,931	1·86	2,89,465	—1,57,434	125	80·76
1888	70,91,230	8,71,430	1,98,020	2·79	2,84,523	—86,503	135	74·21
1889	70,54,755	8,62,694	2,99,621	4·25	2,82,844	+16,777	142	57·24
1890	70,06,181	9,33,326	2,75,901	3·93	2,81,296	—6,295	140	63·64
1891	49,81,196	2,58,371	60,053	1·21	2,03,779	—1,43,726	...	...
1892	49,87,689	2,32,936	34,096	0·68	1,99,337	—1,65,241	...	...
1893	49,87,689	2,10,856	89,218	1·79	1,99,494	—1,10,271	...	...
1894	49,87,689	2,20,237	89,289	1·79	1,99,508	—1,10,219	...	...
1895	49,90,794	1,98,552	76,362	1·53	1,99,539	—1,23,177	...	...
1896	49,96,305	2,06,078	83,859	1·68	1,99,745	—1,15,886	...	...
1897	49,96,325	1,98,858	58,531	1·17	1,99,794	—1,41,263	...	...
1898	49,96,325	2,02,600	77,827	1·56	1,99,853	—1,22,026	...	...
1899	49,96,325	2,07,216	82,500	1·65	1,99,852	—1,17,352	...	...
1900 (1st half)	*	1,75,380	80,754	...	99,927	—19,173	...	...
1900 (2nd half)			...		...	...		
1901	Amalgamated with the Great Indian Peninsula railway.							

DHOND-MANMAD BRANCH.

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Table II. Earnings per mile per week.	Table II. Proportion of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1879	98,90,308	4,67,557	—27,664	...	4,07,525	—4,35,189	62	105·92
1880	1,07,29,227	6,95,094	65,145	0·61	4,76,299	—4,11,154	91	87·31
1881	99,49,346	6,33,862	1,22,588	1·23	3,94,438	—2,70,850	*	*
1882	99,25,416	7,39,553	1,59,192	1·60	3,97,802	—2,38,610	*	*
1883	1,00,64,757	8,22,833	1,92,139	1·91	4,02,585	—2,10,446	109	76·65
1884	1,02,49,438	8,77,100	2,03,785	1·99	4,08,283	—2,04,498	116	76·77
1885	1,02,63,278	9,07,422	2,20,928	2·15	4,10,544	—1,89,921	...	...
1886	1,09,26,745	9,84,718	2,33,764	2·14	4,30,353	—1,96,589	...	...
1887	1,09,46,935	9,60,360	2,27,338	2·08	4,37,893	—2,10,555	...	...
1888	1,00,75,115	10,31,762	2,55,145	2·33	4,38,458	—1,83,013	...	...
1889	1,09,88,830	10,08,616	2,49,427	2·27	4,39,319	—1,89,892	...	...
1890	1,09,93,448	10,61,316	2,63,134	2·39	4,39,629	—1,76,495	...	...
1891	1,10,44,039	11,90,340	3,08,583	2·79	4,40,296	—1,31,713	...	...
1892	1,10,73,024	12,18,412	3,28,335	2·96	4,42,535	—1,14,200	...	...
1893	1,11,37,125	12,99,798	3,48,572	3·13	4,44,246	—95,674	...	...
1894	1,12,11,642	13,61,866	3,81,903	3·41	4,48,018	—66,025	...	...
1895	1,13,18,247	14,04,021	4,05,233	3·61	4,50,104	—41,871	...	...
1896	1,13,73,050	13,11,585	3,67,895	3·23	4,55,018	—87 623	...	...
1897	1,14,06,534	12,01,143	2,81,272	2·47	4,56,230	—1,74,958	...	...
1898	1,14,23,076	11,18,296	2,89,635	2·53	4,56,411	—1,66,776	...	...
1899	1,15,34,107	11,55,082	2,99,555	2·60	4,59,296	—1,59,741	...	...
1900 (1st half)	*	7,25,613	2,11,534	...	2,30,220	—18,686	...	...
1900 (2nd half)			...		...	...		
1901	Amalgamated with the Great Indian Peninsula railway.							

KHAMGAON BRANCH.

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Table II. Proportion of exp: to earnings.
	Rs.	Rs	Rs.		Rs.	
1879	5,35,617	38,086	—266	...	146	100·69
1880	5,19,888	27,363	4,922	0·94	91	84·44
1881	4,99,271	41,506	4,561	0·92	*	*
1882	4,91,164	75,966	30,389	6·19	*	*
1883	4,90,936	62,657	22,469	4·58	151	64·14
1884	4,90,903	46,830	13,027	2·66	113	72·16
1885	4,90,739	41,363	11,020	2·25	...	...
1886	4,89,613	59,452	20,233	4·13	...	...
1887	4,89,190	53,479	16,990	3·47	...	...
1888	4,88,357	52,635	15,797	3·23	...	...
1889	4,90,911	65,372	22,528	4·56	...	...
1890	4,90,520	55,288	26,092	5·32	...	...
1891	4,90,408	66,575	32,620	6·65	...	...
1892	4,89,132	65,548	30,909	6·32	...	...
1893	4,87,567	21,697	21,997	4·51	...	...
1894	4,86,903	21,966	21,667	4·46	...	...
1895	5,20,947	26,031	26,031	5·00	...	...
1896	5,22,603	24,446	24,446	4·68	...	...
1897	5,22,150	13,901	13,901	2·66	...	...
1898	5,22,150	24,326	24,326	4·66	...	...
1899	5,22,150	41,850	14,850	2·84	...	...
1900	5,22,150	33,783	13,924	2·67	...	...
1901	5,22,150	49,378	23,337	4·47	129	53·74
1902 (1st half)	*	32,968	17,209	...	120	52·35
1902 (2nd half)		...	...			
1903	Amalgamated with the Great Indian Peninsula railway.					

AMRAOTI BRANCH.

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Table II. Proportion of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	
1879	4,77,043	69,904	16,175	3·39	224	76·86
1880	4,45,585	50,866	3,639	0·82	163	92·85
1881	4,45,663	53,034	34,424	7·72	*	*
1882	4,44,651	85,147	39,535	8·89	*	*
1883	4,44,860	96,160	44,387	9·98	308	53·84
1884	4,44,774	76,782	34,174	7·68	246	55·49
1885	4,44,730	80,803	34,447	7·75	...	...
1886	4,44,686	95,111	44,137	9·93	...	...
1887	4,44,308	88,157	35,855	8·07	...	...
1888	4,43,892	81,710	30,886	6·96	...	...
1889	4,45,615	1,02,023	41,671	9·35	...	...
1890	4,45,155	1,01,502	46,254	10·39	...	...
1891	4,49,395	1,12,909	53,393	11·88	...	...
1892	4,50,160	1,05,762	48,637	10·80	...	...
1893	4,49,998	43,941	43,056	9·57	...	...
1894	4,49,461	42,795	41,910	9·32	...	...
1895	4,49,988	39,137	38,252	8·50	...	...
1896	4,51,119	43,756	42,871	9·50	...	...
1897	4,52,445	30,746	29,862	6·60	...	...
1898	4,54,498	40,057	39,172	8·62	...	...
1899	4,54,417	33,099	32,214	7·09	...	...
1900	4,54,418	78,532	32,436	7·14	...	...
1901	4,51,915	1,08,578	50,537	11·12	365	53·73
1902 (1st half)	*	79,582	41,099	...	488	53·88
1902 (2nd half)		...	...			
1903	Amalgamated with the Great Indian Peninsula railway.					

* Included with the Great Indian Peninsula railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (k)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Details of construction—

This railway is 125·99 miles long. Its construction was sanctioned in 1898 and it was opened in 1904.

Permanent-way.—The line is laid with 85-lb. bull-headed steel rails on 45-lb. cast iron chairs spiked with 3 spikes to deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The Kosi-Delhi section is fenced and the Agra-Kosi section is being fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja Ki Mandi Junction and Agra Jail and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Terms of contract—

This railway is being worked under a contract (between the Secretary of State and the Great Indian Peninsula Railway Company) which is under execution and which is to be deemed to have commenced on and from the day on which the Agra-Delhi Chord railway was opened for public traffic.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the State.

Currency of contr act.—The contract may during its subsistence be terminated on the 30th June or 31st December either by the Secretary of State or the Company giving to the other party not less than twelve calendar months' notice in writing.

Terms of workin g.—The charge for working expenses of the Agra-Delhi Chord railway bears the same proportion to its gross earnings as the entire working expenses of the Great Indian Peninsula railway "undertaking" including the Agra-Delhi chord railw ay bear to their combined gross earnings. The whole of the net earnings belong to Government.

Rates and fares.— The same as are in force on the Great Indian Peninsula railway undertaking.

Statistics of working—

	Table I.						Table II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904 . . .	1,05,91,000	18,070	9,992	0·09	2,95,164	−2,85,172	43	44·71
1905 . . .	1,22,46,927	8,04,655	4,19,625	3·43	4,20,181	−556	140	47·85
1906 . . .	1,27,90,307	16,46,320	8,15,363	6·37	4,70,283	+3,45,080	253	50·47

5 (*c*) Bhopal-Itarsi railway (5′ 6″ gauge)—

Details of construction—

This railway is 57·39 miles long. Its construction was sanctioned in 1880 and it was opened in 1884.

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast iron pot sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

Terms of contracts—

The Bhopal-Itarsi railway is worked under the following:—

Agreement of—16th September 1880 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

2nd December 1890, supplemental to that of 1880, for division of profits.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working by the Great Indian Peninsula Railway Company.

The general conditions of the contracts are as follows:—

Government aid.—The British Government have paid for the portion, 13·11 miles, in British territory, and a moiety of the cost of the bridge over the Nerbudda, or in all about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. All additional capital has to be provided by Government.

Currency of contracts.—The provisions in the principal contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend, and are applicable, to the Bhopal-Itarsi railway.

Power of Company to surrender contracts.—Nil.

Terms of working.—The Company receives a sum bearing the same percentage to the gross receipts of the Bhopal-Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads (a) to (h)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*c*) Bhopal-Itarsi railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Rates and fares.—The same rates and fares as are in force on the Great Indian Peninsula railway.

Statistics of working—

Calendar year.	TABLE I. Bhopal-Itarsi (British section). Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Bhopal-Itarsi (Native State section). Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	TABLE II. British section. Earnings per mile per week.	Proportion of expenses to earnings.	Native State section. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		Rs.		Rs.	
1880	...	...	...	...	...	...	1,21,846	...	...	...	...	...	...	...
1881	...	...	...	...	...	...	15,78,157	...	...	...	...	...	...	...
1882	12,50,000	14,376	2,704	0·08	50,000	—47,296	24,60,091	14,376	2,704	0·08	70	81·90	Included with British section	
1883	12,50,000	25,573	—9,135	...	50,000	—59,135	38,33,236	25,573	—9,135	...	43	135·72		
1884	12,50,000	7,664	—1,406	...	50,000	—51,406	45,83,261	28,102	—5,152	...	40	104·13		
1885	12,50,000	27,425	—3,874	...	50,000	—53,874	47,71,375	1,04,683	—14,789	...	Included with Peninsula railway.		Great Indian railway.	
1886	12,50,000	27,822	—3,240	...	50,000	—53,240	48,26,036	1,47,416	—12,501	...				
1887	12,50,000	43,227	3,350	0·31	50,000	—46,150	48,09,939	1,85,576	14,813	0·31				
1888	12,50,000	55,117	5,340	0·43	50,000	—44,660	48,01,701	1,86,548	18,072	0·38				
1889	12,50,000	79,163	—5,422	...	50,000	—55,422	48,40,846	2,67,936	—18,351	...	117	106·85	117	106·85
1890	12,85,077	87,765	—16,572	...	50,351	—66,923	50,00,000	2,97,049	—56,093	...	130	118·88	130	118·88
1891	15,13,563	1,30,884	48,807	3·21	57,713	—9,106	50,00,000	4,60,431	1,73,154	3·46	200	62·50	199	62·50
1892	17,46,208	1,53,099	56,397	3·23	69,131	—12,734	50,00,000	4,47,797	1,65,883	3·32	226	63·16	195	62·96
1893	20,25,058	1,69,162	52,038	2·57	78,429	—26,391	50,00,000	4,24,236	1,30,925	2·62	248	69·17	185	69·17
1894	21,71,496	1,61,638	61,455	2·83	83,509	—22,054	50,00,000	3,80,217	1,44,607	2·89	237	61·98	166	61·97
1895	22,47,963	1,42,658	48,114	2·05	89,323	—43,209	50,00,000	3,18,074	1,02,821	2·06	209	67·68	138	67·64
1896	22,71,877	1,63,688	62,744	2·76	90,107	—27,363	50,00,000	3,61,363	1,38,532	2·77	241	61·75	157	61·63
1897	22,97,134	1,52,215	61,135	2·66	91,805	—30,670	50,00,000	3,31,379	1,33,096	2·66	223	59·84	144	59·84
1898	23,24,365	1,93,364	79,435	3·42	92,477	—13,042	50,00,000	4,17,010	1,71,375	3·43	284	58·81	181	58·90
1899	23,61,938	2,09,611	84,080	3·56	93,303	—9,223	50,00,000	4,47,225	1,79,444	3·59	307	59·89	194	59·88
1900	23,87,339	2,55,120	1,27,332	5·33	95,293	+32,039	50,00,000	5,35,369	2,67,288	5·35	375	50·12	234	50·06
1901	25,46,891	2,92,861	1,44,235	5·66	98,989	+45,246	50,00,000	5,85,152	2,88,838	5·77	430	50·75	254	50·64
1902	28,02,330	3,46,103	1,71,236	6·11	1,06,632	+64,604	50,00,000	6,37,038	3,16,683	6·33	508	51·51	278	49·74
1903	30,92,697	3,77,177	1,91,443	6·19	1,17,285	+74,158	50,00,000	6,31,911	3,21,328	6·43	553	49·48	276	48·84
1904	31,52,907	3,95,734	1,98,066	6·28	1,20,127	+77,939	50,00,000	6,43,742	3,22,374	6·45	583	50·14	279	49·81
1905	31,76,930	3,25,637	1,67,305	5·27	1,23,241	+44,064	50,00,000	5,21,619	2,67,959	5·36	477	48·57	227	48·63
1906	32,57,271	3,61,617	1,78,761	5·49	1,25,079	+53,682	50,00,000	5,65,510	2,81,376	5·63	531	50·57	246	50·25

5 (*d*) Bhopal-Ujjain railway (5′ 6″ gauge)—

Details of construction—

This railway is 113·27 miles long. Its construction was sanctioned in 1892 and it was opened in 1895.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following :—

Agreement of—4th August 1896 (between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company) for working the Bhopal-Parbati section.

4th August 1896 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working the Parbati-Ujjain section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

The general conditions are as follows :—

Government aid.—Nil. The Bhopal-Parbati section is owned by the Bhopal Durbar and the Parbati-Ujjain section, by the Gwalior Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bhopal-Parbati section the Company retains out of the gross receipts a sum bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system including branches as the gross receipts of the section bear to the whole gross receipts of that system including branches.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (h)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*d*) Bhopal-Ujjain railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

For the Parbati-Ujjain section the Company retains 50 per cent. of the gross receipts of the section each half-year; and receives rent for works, &c., in sole and joint use at Ujjain Junction and rent for the telegraph lines and instruments when not the property of the railway.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	
1892	88,462	...	...	...	...	...
1893	22,76,863	...	...	...	...	...
1894	53,53,849	...	...	...	...	...
1895	69,69,331	1,958	979	0·01	...	50·00
1896	77,77,604	3,69,114	1,80,218	2·32	63	51·17
1897	75,36,180	3,72,337	1,84,660	2·45	63	50·40
1898	75,85,739	4,16,940	2,05,051	2·70	71	50·82
1899	76,54,290	5,82,341	2,77,911	3·63	99	52·28
1900	76,88,020	9,46,349	4,65,681	6·06	161	50·79
1901	77,61,569	5,45,956	2,62,044	3·38	93	52·00
1902	78,02,855	5,82,063	2,77,292	3·75	99	52·36
1903	78,11,402	4,44,766	2,14,841	2·86	76	49·85
1904	78,14,670	4,54,721	2,17,562	2·91	77	49·99
1905	78,35,712	6,08,240	2,96,639	3·91	103	51·23
1906	78,51,048	6,86,799	3,31,924	4·23	117	51·67

5 (*e*) Bina-Goona-Baran railway (5′ 6″ gauge)—

Details of construction—

This railway is 145·63 miles long. Its construction was sanctioned in 1892 and it was opened in 1899.

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails on deodar sleepers.

Ballast.—The line is ballasted with broken stone and laterite.

Fencing.—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 125.

Terms of contracts—

The railway is worked under the following :—

Agreements of—15th July 1896 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Bina-Goona section.

12th May 1899 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Goona-Dharnaoda section.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working the Dharnaoda-Chabra section.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working the Chabra-Baran section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

Agreement of—16th March 1905 (between the Tonk and Gwalior Durbars) for purchase by the latter of the Dharnaoda-Chabra section.

The general conditions are as follows :—

Government aid—Nil. The Bina-Goona, Goona-Dharnaoda and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bina-Goona section the Company retains 50 per cent. of the gross receipts of the section each half-year; and receives rent for works, etc., in sole and joint use at Bina junction, and rent for telegraph lines and instruments when not the property of the railway.

For the Goona-Dharnaoda, Dharnaoda-Chabra and Chabra-Baran sections the Company retains out of the gross receipts a sum (which includes any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work', subject to a maximum charge on such account of Rs. 20 per mile open in each half-year) bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system as the gross receipts of each section bear to the whole gross receipts of that system. This sum not to exceed 50 per cent. of the gross receipts in the case of the Goona-Dharnaoda section.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (h)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*e*) Bina-Goona-Baran railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	
1891	51,905	...	...	...	...	...
1892	2,57,611	...	...	...	...	...
1893	35,18,701	...	...	...	...	...
1894	47,79,618	...	...	...	...	...
1895	49,81,035	48,701	22,198	...	19	54·42
1896	54,16,074	91,140	36,821	0·68	24	59·60
1897	87,73,621	1,03,386	43,446	0·50	27	57·57
1898	97,66,068	1,30,004	58,040	0·59	35	55·36
1899	99,31,680	2,67,359	1,26,108	1·27	43	52·83
1900	1,00,21,605	4,34,847	2,20,490	2·20	57	49·29
1901	1,00,43,286	2,52,716	1,32,970	1·32	33	51·34
1902	99,14,442	2,38,625	1,19,792	1·21	32	52·71
1903	99,62,459	3,21,585	1,55,600	1·63	42	49·49
1904	99,87,016	3,91,886	1,92,897	1·98	52	49·54
1905	99,90,394	3,68,669	1,81,269	1·88	49	50·83
1906	99,94,053	4,90,644	2,40,881	2·41	65	50·90

5 (*f*) Indian Midland railway (5′ 6″ gauge)—

Chairman.—Rt. Hon'ble Sir Andrew R. Scoble, K.C.S.I.

Secretary.—R. H. Walpole, Esq.

Offices.—48, Copthall Avenue, London, E.C.

Details of construction—

The open mileage of the Indian Midland railway is 809·85 miles, which may be divided into main line (Bhopal to Agra Road), 318·59 miles, and branches, 491·26 miles.

Sanction was first given to the construction of this line in 1876 and the main line was opened throughout in 1889.

Permanent-way.—The whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326·64, and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 331·64 to Hamirpur Road is laid with East Indian railway 75-lb. double-headed steel rails on Denham Olpherts' sleepers. The East Indian railway type rails and Denham Olpherts' sleepers are being gradually renewed with Indian Midland railway 80-lb. flat-footed steel rails and cast iron oval pots.

Ballast.—The line is ballasted with gravel, laterite, kunkur or stone.

Fencing.—The main line is fenced throughout and the branches are partially fenced.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmau where it is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—2nd October 1885—Indian Midland Railway Company's principal contract.

18th March 1890—Contract for the acquisition of the Scindia railway.

13th June 1896—Contract for the Saugor-Katni railway.

21st December 1900—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

Government aid.—Interest at 4 per cent. per annum in sterling is guaranteed on £3,000,000 share capital. On further capital that may be required the guarantee to be 4 per cent. or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system; and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company raising only the amount required for expenditure in England. Land was provided free.

Currency of contracts—(1) *Indian Midland railway contract.*—The contract of 1885 may be determined by Government giving 12 months' previous notice on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations, or if the line be worked at a loss for not less than three consecutive half-years. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900; but the Indian Midland Railway Company's right to a 4 per cent. guarantee on share capital and one-fourth share of surplus profits remains in full force till the termination of either the contract of 1885 or that of 1900.

(2) *Scindia and Saugor-Katni railways contracts.*—The contracts of 1890 and 1896 run concurrently with that of 1885, to which they are supplemental.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (h)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*f*) Indian Midland railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings for any calendar year will be deducted working expenses, and the net earnings applied towards payment to Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, the balance to be divided in proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings.*	Gain or loss to the State.	Table II. Scindia. Earnings per mile per week.	Scindia. Pro: of exp: to earnings.	Indian Midland. Earnings per mile per week.	Indian Midland. Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	
1878	...	...	...	...	...	...	...	54	133·30	...	...
1879	73,22,551	90,916	—33,773	...	3,06,178	...	—3,39,950	39	134·95	...	...
1880	81,68,253	2,01,823	20,129	0·25	3,57,620	...	—3,37,491	58	88·05	...	...
1881	88,16,663	3,01,681	78,342	0·91	3,48,809	...	—2,70,467	81	77·35	...	...
1882	87,63,714	3,29,299	92,231	1·05	3,47,303	...	—2,55,072	85	71·99	...	...
1883	92,92,587	3,38,511	1,59,716	1·72	3,56,750	...	—1,97,034	87	52·82	...	...
1884	1,18,68,111	3,68,326	1,72,603	1·45	3,74,122	...	—2,01,519	95	53·14	...	...
1885	1,60,14,107	3,94,081	1,99,680	1·24	6,48,112	...	—4,48,432	101	49·33	...	...
1886	2,48,06,293	3,91,832	2,14,526	0·86	18,63,268	...	—16,54,742	101	49·69	56	82·03
1887	5,10,96,457	6,32,204	2,78,043	0·54	20,00,184	...	—17,22,141	117	46·62	81	80·63
1888	6,96,63,213	10,27,638	3,74,204	0·54	28,55,488	...	—24,81,284	95	47·74	99	72·53
1889	7,84,45,085	30,69,255	6,33,111	0·81	31,24,456	...	—24,91,345	...	...	92	77·32
1890	8,32,79,427	31,24,365	5,99,780	0·72	33,94,157	...	—27,94,377	...	...	86	80·80
1891	8,52,46,148	41,62,361	13,52,172	1·59	33,12,200	...	—19,60,028	...	...	115	67·51
1892	8,65,79,006	44,77,625	17,26,260	1·99	37,23,985	...	—19,97,725	...	...	124	61·45
1893	8,71,62,843	44,59,053	17,00,409	1·95	41,40,194	...	—24,39,785	...	...	123	61·87
1894	8,78,06,437	52,22,033	22,02,334	2·51	42,59,815	...	—20,57,481	...	...	144	57·83
1895	8,81,49,985	44,91,707	16,48,360	1·87	45,97,495	...	—29,49,135	...	...	124	63·30
1896	9,25,53,896	48,51,951	20,17,329	2·18	44,23,983	...	—24,06,154	...	...	134	58·41
1897	9,77,94,421	54,89,540	24,06,565	2·46	42,53,893	...	—18,47,328	...	...	150	56·16
1898	9,96,74,805	56,25,823	25,11,911	2·52	39,99,986	...	—14,88,075	...	...	147	55·35
1899	10,16,34,077	64,77,226	27,82,950	2·74	39,75,411	...	—11,92,461	...	...	152	57·03
1900	10,31,35,002	90,60,560	48,72,287	4·72	40,03,595	...	+ 8,68,692	...	...	213	46·23
1901	10,58,27,081	82,43,068	42,50,587	4·02	38,63,725	1,88,164	+ 1,98,698	...	...	199	48·43
1902	10,62,11,714	90,49,628	44,86,267	4·22	41,04,505	7,330	+ 3,74,432	...	...	209	50·43
1903	10,98,96,302	80,86,118	40,92,942	3·73	41,85,502	2,062	— 94,622	...	...	180	49·35
1904	11,22,35,779	82,90,712	41,48,862	3·70	42,59,767	...	— 1,10,905	...	...	183	49·96
1905	11,31,43,178	79,91,323	40,84,528	3·61	42,77,173	...	— 1,92,645	...	...	178	48·89
1906	11,41,69,155	98,69,294	49,19,560	4·31	42,96,283	...	+6,23,277	...	...	234	50·15

5 (*g*) Gwalior Light railway (2′ 0″ gauge)—

Details of construction—

The open mileage of this railway is 133·53 miles, and may be divided into the following sections :—(1) Gwalior to Sipri, 73·81 miles, (2) Gwalior to Bhind, 52·33 miles, and (3) Gwalior to Sabalgarh, 57·39 miles. The several sections were opened in 1899 and 1904, respectively.

Besides the above there are 66·39 miles under construction.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sāl and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing.—The line is fenced between Gwalior and Morar only.

Curves.—The sharpest curve in station yards has a radius of 200 feet. The sharpest curve out of stations has a radius of 955 feet.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—11th October 1900 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The Gwalior Light railway is the property of the Gwalior Durbar.

Currency of contract.—Either party may determine the agreement by giving three months' notice.

* Based on actual receipts and payments during the year.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (h)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*concld.***

(5) (*g*) Gwalior Light railway (2′ 0″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of working.—The gross receipts are collected and treated as receipts of the Indian Midland Railway Company and from them are deducted the actual expenditure in the Traffic and Audit departments for station and train staff, audit clerks, on printing and stationery and stores consumed, and all other expenses connected therewith, and 5 per cent. per annum for construction and maintenance of accommodation required for the exclusive use of the light railway; 7½ per cent. for ballast, permanent-way, etc., including maintenance and renewal, *plus* 15 per cent. to cover supervision and general charges other than those rendered in the accounts. The balance is paid over to the Gwalior Durbar.

Rates and fares.—Rates and fares are the same as those in force on the Great Indian Peninsula railway.

Statistics of working—

Calendar year.	Table I.				Table II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1896	2,166	...	...	...	...	...
1897	1,93,553	...	...	...	...	...
1898	9,90,815	...	...	...	...	...
1899	22,79,267	4,094	—4,113	...	6	258·32
1900	27,10,557	84,617	—137	...	13	100·16
1901	31,07,277	82,227	—520	...	13	100·63
1902	39,77,104	1,09,577	9,346	0·33	17	91·47
1903	41,76,953	1,66,002	68,226	1·63	25	58·90
1904	46,62,993	1,83,284	52,501	1·13	22	71·36
1905	54,72,847	1,89,735	52,745	0·96	20	72·20
1906	57,87,428	2,58,222	1,12,211	1·94	27	56·54

5 (*h*) Matheran Light railway (2′ 0″ gauge)—

Details of construction—

The line, from Neral station on the Great Indian Peninsula railway to the hill station of Matheran, will be 12·61 miles long.

Its construction by Mr. Abdul Husein Adamjee Peerbhoy of Bombay has been authorized by an order contained in the Bombay Government, Public Works Department (Railway), Notification No. 34, dated the 28th July 1904. On completion the line will be worked by the Great Indian Peninsula Railway Company.

Terms of contract—

This railway will be maintained and worked under—

Terms—Contained in the order accompanying Bombay Government Notification No. 34, dated the 28th July 1904.

The general conditions are as follows:—

Government aid.—Free provision of Government land.

Currency of agreement.—Government may purchase the undertaking as a going concern from the promoter on 1st January 1940, or at the expiration of any subsequent period of 5 years, at 25 times the average net earnings of the undertaking for the 3 calendar years immediately preceding the date of purchase.

Terms of working.—Not yet settled.

Rates and fares.—Certain maxima have been fixed.

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (i)}$. **MADRAS RAILWAY SYSTEM—**

Chairman.—Lieutenant-Colonel R. Gardiner, R.E.

Secretary.—W. H. Cole, Esq., M.I.C.E.,

Offices.—1, Broad Street Place, Finsbury Circus, London, E. C.

Lines comprising the system.—The Madras railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(*a*) Madras railway	(5′ 6″ gauge)	904·01	1·00	905·01
(*b*) Ashikal-Mangalore extension	(5′ 6″ gauge)	56·35	20·91	77·26
(*c*) Kolar Gold-fields railway	(5′ 6″ gauge)	9·88	...	9·88
(*d*) Madras (North-East line) (Southern section of the East Coast (State) railway)	(5′ 6″ gauge)	497·19	0·85	498·04
(*e*) Nilgiri railway	(3′ 3⅜″ gauge)	16·99	11·75	28·74
(*f*) Shoranur-Cochin railway	(3′ 3⅜″ gauge)	64·75	...	64·75
(*g*) Morappur-Dharmapuri railway	(2′ 6″ gauge)	18·53	...	18·53
(*h*) Tirupattur-Krishnagiri railway	(2′ 6″ gauge)	25·38	...	25·38
(*i*) *Salem-Attur railway*	(5′ 6″ *gauge*)	...	36·06	36·06
	Total	1,593·08	70·57	1,663·65

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*contd.*

Running powers—

Foreign lines over Home line—		Miles.
Bengal-Nagpur railway, Waltair to Vizagapatam (including Wharf and Swamp lines)	for passenger and goods trains.	4·97
Southern Mahratta railway, Tadepalli to Bezwada		2·97
Nizam's Guaranteed State railway, distant signal at Bezwada to Bezwada station		0·89
	Total	8·83

6 (*a*) Madras railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the Madras railway proper amounts to 904·01 miles. This may be divided into (1) the *South-West line*, main line (Madras to Azhikal), 472·73 miles; branches, 123 miles: and (2) the *North-West line* (Arkonam to Raichur), 308·28 miles. Of the above 43·43 miles are double line.

There was, in addition, 1 mile under construction.

Sanction was first given to the construction of the South-West line in 1853 and it was opened through to Calicut in 1888. The North-West line was sanctioned in 1859 and was opened through to Raichur in 1871.

Permanent-way.—The present type of permanent-way for the main line is 80-lb. bull-headed steel rails, laid on cast iron pots, each weighing 112 lbs. The section, Calicut to Azhikal, is laid with 60-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Mallapuram is 1 in 200; between Mallapuram and Calicut, 1 in 100 (except at Mallapuram Ghat where it is 1 in 70 and at Walayar Ghat where it is 1 in 62); between Calicut and Cannanore, 1 in 150; between Jalarpet and Bangalore, 1 in 100 (except at Kuppam Ghat where it is 1 in 66); between Podanur and Mettupalaiyam, 1 in 80; between Olavakkot and Palghat, 1 in 106; between Walajah Road and Ranipet, 1 in 150; and between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 66).

Terms of contracts—

The Madras railway is worked under the following contracts:—

Contracts of—22nd December 1852 (South-West line).
19th December 1855 (South-West line).
13th August 1858 (North-West line).
2nd January 1871 (Amalgamation).
18th January 1901 (Calicut-Azhikal extension).
1st November 1901 (Walajah Road (Arcot)-Ranipet branch).

The general conditions of the contracts are as follows:—

Government aid.—Guarantee of interest in sterling at 5 per cent. for term of contract. On some portion of the share capital and on debentures lower rates of interest are guaranteed. Land was provided free of cost.

Currency of contracts.—In ninety-nine years from 1st April 1857 the line reverts to Government on paying for the rolling-stock at its fair value, provided the Company does not previously give notice of its intention to surrender the contract. Government may, within six months after the expiration of 25 or 50 years of the term, determine the contract by purchase at the mean market value of the shares during the three preceding years. Possession to be taken of the railway at the half-yearly day next but one following the notice. Government may also determine the contract at any time, on giving three months' notice, if the Company fails to observe its obligations, Government repaying the capital expended.

NOTE.—Government relinquished their right to determine the contract at the end of the 25th year, and the only remaining opportunity of giving notice of purchase will be in 1907 within six months after 1st April.

Power of Company to surrender contract.—The Company may, at any time, surrender on six months' notice, receiving back (either in cash or by annuity at the option of the Government) the capital expended.

Terms of working.—As to the lines covered by the contract of 2nd January 1871, after deducting the working expenses (which include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor Work", subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), the surplus profits, after repayment of the guaranteed interest of each half-year converted at the rate of exchange of 1*s.* 10*d.* per rupee, are divided equally between Government and the Company. As to the Calicut-Azhikal railway working expenses are calculated at the average rate prevailing in each half-year over the entire system, and if the net earnings in any half-year exceed the interest charges converted at the prescribed rate of exchange, one-fifth belongs to the Company; but any deficiency in one half-year is a first charge on the net receipts of that and the next succeeding half-year of every line of railway for the time being belonging to the Company. Subject to the provisions in the contract of 18th January 1901 the covenants and provisions of the several principal indentures apply to the Calicut-Azhikal railway.

Rates and fares.—Under the contract Government fixed maxima rates and fares, which cannot be altered by Government until the net receipts exceed 10 per cent. on the capital outlay. The fixed maxima rates cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company, by an executive order, to vary its rates within the prescribed maxima without reference to Government.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$ MADRAS RAILWAY SYSTEM—*contd.*

6 (*a*) Madras railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Guaranteed interest (at current rates of exchange).	Company's share of net earnings.	Gain or loss to the State.	Table II. Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1879	11,45,68,493	66,26,486	20,75,170	1·81	57,04,205	...	—36,29,035	1856	75	51·66
								1857	91	47·13
								1858	93	55·53
1880	11,39,78,220	61,62,546	19,57,137	1·73	57,16,332	...	—37,59,195	1859	122	60·35
								1860	117	73·50
1881	11,40,07,308	63,11,312	20,75,856	1·82	57,16,365	...	—36,40,509	1861	91	71·08
								1862	84	74·02
1882	11,39,69,608	69,18,571	25,70,841	2·25	56,89,011	...	—31,18,170	1863	110	68·57
								1864	133	49·62
1883	11,39,92,074	66,81,909	25,26,549	2·22	57,08,416	...	—31,81,867	1865	145	45·69
								1866	147	45·62
1884	11,42,51,164	71,41,818	29,35,687	2·57	64,23,432	...	—34,87,745	1867	153	43·47
								1868	181	41·43
1885	11,50,33,160	76,57,993	32,79,168	2·85	67,36,206	...	—34,57,038	1869	171	49·16
								1870	146	52·84
1886	11,59,81,297	79,66,097	32,29,243	2·78	71,24,952	...	—38,95,709	1871	139	51·27
								1872	143	52·19
1887	11,40,70,190	81,72,535	28,80,029	2·52	73,20,207	...	—44,40,178	1873	157	56·94
								1874	132	64·67
1888	11,53,78,656	85,31,054	35,21,615	3·05	76,23,851	...	—41,02,236	1875	144	70·28
								1876	159	64·38
1889	11,63,84,605	91,10,894	37,38,421	3·21	76,69,934	...	—39,31,513	1877	225	59·26
								1878	148	76·05
1890	11,79,84,234	95,06,184	45,21,480	2·83	68,85,958	...	—23,64,478	1879	148	65·68
								1880	198	63·24
1891	11,89,52,099	93,44,638	39,06,529	3·28	73,92,186	...	—34,85,657	1881	141	67·11
								1882	155	62·84
1892	11,97,71,835	96,24,670	42,92,133	3·58	83,62,369	...	—40,70,236	1883	148	61·90
								1884	160	58·29
1893	12,03,89,499	1,05,05,036	54,21,742	4·50	84,32,732	...	—30,60,990	1885	171	57·18
								1886	178	59·46
1894	12,05,25,315	1,03,21,012	49,47,863	4·10	96,56,469	...	—47,08,606	1887	189	64·76
								1888	195	58·72
1895	12,06,91,797	1,12,08,407	58,10,310	4·80	96,17,435	53,195	—38,60,320	1889	209	58·97
								1890	218	52·44
1896	12,11,52,091	1,08,80,251	53,85,291	4·44	89,92,684	...	—36,07,393	1891	214	58·20
								1892	221	55·40
1897	12,15,01,808	1,14,65,314	59,32,565	4·92	84,31,597	91,135	—25,90,167	1893	241	48·39
								1894	257	52·06
1898	12,22,69,920	1,07,29,483	54,12,657	4·43	82,40,191	90,546	—29,18,080	1895	257	47·55
								1896	249	50·59
1899	12,34,93,025	1,05,45,102	50,16,254	4·06	80,58,144	...	—30,41,890	1897	263	47·65
								1898	246	49·51
1900	12,62,82,369	1,13,39,222	53,70,820	4·25	81,24,701	...	—27,53,881	1899	240	52·43
								1900	254	51·75
1901	13,13,51,379	1,14,86,803	57,85,603	4·40	83,15,733	...	—25,30,130	1901	253	49·63
								1902	256	50·25
1902	13,50,23,693	1,18,41,074	57,91,420	4·29	84,41,464	...	—26,50,044	1903	261	55·88
								1904	293	54·43
1903	13,64,08,517	1,26,21,022	55,67,864	4·08	84,39,831	...	—28,71,967	1905	296	57·83
1904	13,71,10,000	1,37,65,064	62,78,135	4·57	86,30,058	...	—23,56,923	1906	321	59·05
1905	13,85,08,336	1,39,16,956	58,69,047	4·24	87,03,239	...	—28,34,192			
1906	14,03,39,676	1,50,91,141	61,78,289	4·40	87,71,265	1,25,000	—27,17,976	...	...	...

6 (*b*) Azhikal-Mangalore extension (5′ 6″ gauge)—

Details of construction—

The open mileage (Azhikal to Kumbla) is 56·35 miles. It was sanctioned in 1901 and was opened in 1906. There are 20·91 miles (Kumbla to Mangalore) still under construction.

Permanent-way.—The permanent-way consists of 75-lb flat-footed steel rails laid on pyinkado, sal and jarrah sleepers.

Ballast.—The line is ballasted with laterite broken to 2 ″ gauge in cuttings and sand with laterite covering in banks.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 90.

Terms of contract—

The line is worked under the following contract:—

Contract of—30th December 1903 (between the Secretary of State and the Madras Railway Company) for construction, maintenance and working—supplemental to the contract of 31st December 1902, for working a portion of the late East Coast (State) railway.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the State.

Currency of contract.—The contract is to continue in force till the 31st December 1907.

Terms of working.—The working expenses are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maxium charge on such account of Rs. 15 per mile of line open.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*contd.*

6 (*b*) Azhikal-Mangalore extension (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

in each half-year; a sum not exceeding Rs. 40 for every mile of line open to traffic for Government supervision and control; and the following :—

The actual expenditure incurred under the account heads of "Maintenance and renewal of permanent-way," "Repairs of bridges, etc., wages and materials," "Conservancy of rivers," and "Repairs of staff quarters;"

and the share of general working expenses of the system under the remaining heads of account in proportion to the gross earnings of the state railway.

The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

Statistics of working—

Table I.							Table II.	
Calendar year.	Capital outlay to end of the year.	Gross earnings.	Net earnings.	Per cent. on Capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1906	1,20,19,658	30,310	14,990	0·12	4,17,122	—4,02,132	93	50·54

6 (*c*) Kolar Gold-fields railway (5′ 6″ gauge)—

The railway was constructed by the Mysore State in order to provide facilities for the gold-fields.

Details of construction—

The railway is 9·88 miles long and connects Bowringpet with Marikuppam. Its construction was sanctioned in 1892 and it was opened in 1894.

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 66.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—1st July 1902 (between the Mysore Government and the Madras Railway Company) for working and maintenance with effect from 1st January 1901.

The general conditions of the agreement are as follows :—

Government aid.—The line is the property of the Mysore State.

Currency of agreement.—The agreement to remain in force subject to six months' notice from either side on the 30th of June or the 31st of December of any year.

Terms of working.—The Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system, including this line, bear to the gross earnings of that system, and 5 per cent. of the gross earnings of the railway for rolling-stock.

Rates and fares.—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time on the Madras railway.

Statistics of working—

TABLE I.					TABLE II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1893	27,661	...	...	...	...	...
1893	5,27,634	...	...	...	...	...
1894	6,56,175	75,771	29,273	4·46	249	61·37
1895	6,61,654	1,52,953	66,379	10·03	294	56·60
1896	7,45,004	1,55,317	63,287	8·50	299	59·25
1897	7,91,074	2,08,854	90,728	11·41	402	56·77
1898	8,09,537	2,04,002	82,133	10·15	392	59·82
1899	10,79,552	1,77,667	56,827	5·27	342	68·01
1900	10,77,901	2,08,892	67,093	6·22	402	67·88
1901	11,20,330	2,17,661	91,877	8·20	421	57·79
1902	11,38,480	2,16,629	84,864	7·45	422	60·83
1903	11,62,504	2,07,257	75,237	6·47	403	67·70
1904	11,73,128	2,44,744	89,230	7·61	476	63·54
1905	11,87,864	1,88,403	67,600	5·69	367	64·12
1906	11,96,520	2,00,400	68,275	5·71	390	65·93

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*contd.*

6 (*d*) Madras (North-East line) railway (5′ 6″ gauge)—

Details of construction—

The North-East line, which is the southern portion of the old East Coast State railway, is 497·19 miles long. It consists of 485·26 miles of main line (Washermenpet to Waltair) and 11·93 miles of branches.

The construction was sanctioned in 1890 and it was opened throughout in 1900.

The line from Korukkupettai to Basin Bridge Junction, 0·85 mile was under construction.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on wooden and pea-pod steel sleepers. The wooden sleepers are gradually being renewed by cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced only in the vicinity of towns, stations and level crossings.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient between Madras and Kistna canal is 1 in 200, and between Kistna canal and Waltair 1 in 150.

Terms of contract—

The line is worked under the following contract:—

Contract of—31st December 1902 (between the Secretary of State and the Madras Railway Company) for maintenance, management and working.

The general conditions of the contract are as follows:—

Currency of contract.—The contract is to continue in force till the 31st December 1907. If the original contract with the Company, dated the 2nd January 1871, is for any reason terminated under the provisions thereof prior to the expiry of the term of this contract, the latter also will, *ipso facto*, terminate at the same time. The contract may also be terminated after twelve months' notice on the 1st April of any year subsequent to 1904.

If the contract is determined by notice at any time previous to the 1st April 1907, and if the ratio of the working expenses to the gross earnings of the Company shall have been raised, by reason of the Company having worked the State railway under this contract, so that the total working expenses of the Company's system from the 1st January 1901 to the termination of the contract shall exceed 50 per cent. of the total gross earnings of the Company's system during such period, the Company will be entitled to suitable compensation for such increase.

Terms of working.—The working expenses of the State railway are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year; a sum not exceeding Rs. 40 for every mile of line open to traffic for Government supervision and control; and the following:—

the actual expenditure incurred under the account heads of "Maintenance and renewal of permanent-way," "Repairs of bridges, etc., wages and materials," "Conservancy of rivers," and "Repairs of staff quarters"

the share of the general working expenses of the system under the remaining heads of account in proportion to the gross earnings of the State railway;

the allowances and interest payable under the contract for the use by the State railway of the Company's terminal station at Madras;

and the expenditure incurred by the Company in replacing or repairing the State railway locomotive engines and tenders;

The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

Government have reserved the power to require, at six months' notice, the re-transfer of the Junction station at Waltair and the branch taking off from the Junction to Vizagapatam.

Statistics of working—

Calendar year.	TABLE I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	TABLE II. Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1890	3,79,490	...	...	...	7,590	—7,590	...	...	The figures prior to 1901 relate to the whole of the East Coast (State) railway.
1891	1,16,69,894	...	...	...	2,33,786	—2,33,786	...	...	
1892	2,60,11,131	...	...	...	7,41,621	—7,41,621	...	...	
1893	3,58,57,473	4,36,660	1,53,732	0·43	13,48,868	—11,95,136	68	84·69	
1894	4,39,47,727	14,80,678	1,50,921	0·34	15,92,909	—14,41,988	98	89·81	
1895	5,09,41,876	19,04,251	3,29,184	0·65	19,12,886	—15,83,702	90	82·71	
1896	6,33,64,948	24,66,573	5,39,901	0·85	23,72,875	—18,32,974	94	77·98	
1897	7,22,26,070	29,21,162	8,92,453	1·23	26,96,796	—16,04,343	100	69·59	
1898	8,24,02,269	28,10,742	6,69,831	0·81	30,98,828	—24,28,997	94	76·46	
1899	8,65,93,097	43,92,237	15,37,294	1·78	35,14,602	—19,77,308	104	65·11	
1900	8,80,71,781	64,04,543	26,54,794	3·01	34,46,555	—7,91,761	143	58·10	
1901	6,07,27,875	45,68,155	20,31,210	3·34	24,51,072	—4,19,862	176	65·62	
1902	6,16,89,605	45,46,551	16,19,123	2·62	24,46,187	—8,27,059	177	64·39	
1903	6,33,83,510	45,18,656	15,53,397	2·45	24,82,162	—9,28,825	176	65·62	
1904	6,49,95,339	50,43,367	15,61,875	2·43	25,44,580	—9,82,705	196	69·03	
1905	6,50,33,641	67,36,215	26,65,781	4·10	25,77,504	+88,277	262	60·43	
1906	6,57,10,013	60,68,407	24,19,766	3·68	26,07,349	—1,87,583	236	60·13	

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM—*contd.***

6 (*e*) Nilgiri railway (3′ 3⅜″ gauge)—

The old Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the old Company and supply the capital required to complete it, and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by Government for £235,000 on the 1st January 1903.

Details of construction—

The open mileage of this railway is 16·99 miles. The line connects Mettupalaiyam with Coonoor. It was sanctioned in 1892 and was opened in 1899.

Besides the above there are under construction 11·75 miles, *viz.*, from Coonoor to Ootacamund.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50-lb. to the yard, laid on pyinkado sleepers. Between Kallar and Coonoor there is also a central rack rail with channel bars.

Ballast.—The line is ballasted with clean broken granite.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12·5.

Terms of contract—

The railway is worked by the Madras Railway Company under the following terms (approved in Government of India letter No. 563 R. T., dated the 27th June 1903)—

Government aid.—The line is the property of the State.

Currency of agreement— } The agreement may be terminated at any time on six months' notice from either
Power to determine agreement— } party.

Terms of working.—The Nilgiri railway to pay actual outlay on engineering maintenance and for fuel, and repairs and renewals of engines and carriage and wagon stock. For all other expenses of working the Madras railway to receive 25 per cent. of gross earnings, *plus* 10 per cent. of the net receipts.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Subsidy from Government.	Total income.	Percentage of total income on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.									TABLE II.	
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
1890	67,850	...	...	...	...	...	...	...	...	...	...
1891	2,80,134	...	...	...	...	...	...	...	...	...	...
1892	8,89,751	...	...	...	...	...	...	...	...	...	...
1893	15,50,000	...	...	...	...	...	...	...	...	...	...
1894	18,50,000	...	...	...	...	...	...	...	...	...	...
1895	22,60,000	...	...	...	...	...	...	...	...	...	...
1896	18,92,610	...	...	...	...	...	...	...	...	...	...
1897	36,84,977	...	...	...	...	...	...	...	...	...	...
1898	44,54,085	...	...	...	...	...	...	...	...	175	76·06
1899	47,89,944	84,448	20,209	0·42	24,302	44,601	0·93	...	...	200	42·83
1900	48,96,490	1,76,032	86,642	1·77	23,006	1,09,648	2·24	...	...		
1901	43,74,254	2,41,226	1,37,883	2·33	...	1,37,883	2·33	...	...	275	42·87
1902	49,03,431	3,09,063	1,12,111	2·28	...	1,12,111	2·28	...	...	352	63·73
1903	35,24,265	2,74,905	73,988	2·10	...	73,988	2·10	1,65,497	—91,509	311	73·09
1904	35,24,423	2,90,129	66,162	1·85	...	66,162	1·85	1,33,384	—67,222	328	77·20
1905	43,86,192	3,15,492	48,972	1·12	...	48,972	1·12	1,35,878	—86,906	357	84·48
1906	50,02,547	3,20,242	37,202	0·74	...	37,202	0·74	1,38,327	—1,01,125	362	88·38

6 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—

Details of construction—

The railway is 64·75 miles long and connects Shoranur with Ernakulam. It was sanctioned in 1899 and opened in 1902.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.

Fencing.—The line is fenced in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 818·57 feet radius.

Gradients.—The ruling gradient is 1 in 80.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*contd.*

6 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—

The Shoranur-Cochin railway is worked under the following agreement:—

Agreement of—1st January 1901 (between His Highness the Raja of Cochin and the Madras Railway Company) for construction and working.

The general conditions of the agreement are as follows:—

Government aid.—The line is the property of the Cochin State.

Currency of agreement.—This agreement is to remain in force until the termination of the agreement, dated the 2nd January 1871, between the Secretary of State and the Madras Railway Company.

Terms of working.—The Company charges for working the same proportion of the total revenue expenditure as the gross earnings of the Shoranur-Cochin railway bear to the gross earnings of the Madras railway system including the Shoranur-Cochin railway. After providing, from the net earnings, for the second contribution to the Madras Railway Provident Institution and for interest at the rate of 3 per cent. per annum on the booked capital expenditure of the Shoranur-Cochin railway including land, the balance is divisible between the Cochin Durbar and the Madras Railway Company in the proportion of four-fifths to the Durbar and one-fifth to the Company.

Rates and fares.—The same as are generally applicable from time to time to the system of railways worked by the Company.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1898	53,921	...	...	...	...	...
1899	80,927	...	...	...	...	...
1900	28,47,394	...	...	...	...	...
1901	50,82,280	...	...	...	...	...
1902	63,66,301	1,24,845	73,299	1·15	69	45·64
1903	64,41,390	3,52,964	1,98,023	3·07	105	43·90
1904	67,88,610	3,92,782	1,94,244	2·86	117	50·55
1905	68,30,214	3,86,945	1,61,395	2·36	115	58·29
1906	68,59,849	3,91,378	1,55,689	2·27	116	60·22

6 (*g*) Morappur-Dharmapuri railway (2′ 6″ gauge)—

Details of construction—

The railway is 18·53 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1906.

Permanent way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pyinkado.

Ballast.—The line is ballasted with stone in cuttings and in banks with moorum with stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Terms of contract—

The line is worked under the following contract:—

Contract of—4th October 1904 (between the Secretary of State and the Madras Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the State.

Currency of contract.—The contract is to continue in force till the 31st December 1907.

Terms of working.—The working expenses are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year; a sum not exceeding Rs. 40 for every mile of open line for Government supervision and control; the Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system including this line bear to the gross earnings of that system, provided that such share shall in no case be less than an average sum of Rs. 35 per mile per week. The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of the year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1906	8,36,836	32,702	—431	...	30,280	—30,711	37	101·32

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*concld.*

6 (*h*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—

Details of construction—

The railway is 25·38 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1905.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Terms of contract—

The line is the property of the State and is worked under the same contract and on the same terms and conditions as apply to the Morappur-Dharmapuri railway [6 (*g*)].

Statistics of working—

Table I.							Table II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905	10,63,690	12,340	—1,067	...	18,802	—19,869	34	108·31
1906	10,78,762	46,276	—1,825	...	39,194	—41,019	35	103·94

6 (*i*) Salem-Attur railway (5′ 6″ gauge)—

Details of construction—

The railway will be 36·06 miles long. It was sanctioned in 1903 as a famine feeder line; but the commencement of work has not yet been authorised.

Number $\frac{\text{Main head 7}}{\text{Sub-head (a)}}$. **NAGDA-MUTTRA RAILWAY (5′ 6″ gauge)—**

Details of construction—

This line which is under construction by the State, will be 380·50 miles long, *viz.*, (1) main line, Nagda to Muttra 340·50 miles, and, (2), Baran branch, Kotah to Baran, 40 miles.

The construction of the main line was sanctioned in 1905 and the Baran branch in 1906.

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (c)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

Chairman—Charles Albert Winter, Esq.

Secretary—H. Rendel, Esq.

Offices—Winchester House, 50, Old Broad Street, London, E. C.

Lines comprising the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line. Miles.
(a) Nizam's Guaranteed State railway (5′ 6″ gauge)	330·13
(b) Bezwada Extension railway (5′ 6″ gauge)	20·58
(c) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)	391·13
Total .	741·84

Running powers—

Home line over foreign line :—

Distant signal at Bezwada to Bezwada station, Madras (North-East line), for passenger and goods trains . .	1·01

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company. The section of the East Coast (State) railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when it was transferred to the East Coast (State) railway. It was transferred back to the Company for working from the 1st January 1901.

8 (*a*) Nizam's Guaranteed State railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the Nizam's Guaranteed State railway proper is 330·13 miles, which may be divided into main line (Wadi junction to the British frontier), 310·10 miles, and branches, 20·03 miles. Its construction was first sanctioned in 1871 and it was opened through in 1889.

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails on cast iron pot sleepers and the following 9 miles with 68-lb. double-headed steel rails on cast iron pot sleepers. The remainder of the line is laid with 66½-lb. flat-footed steel rails on steel pea-pod sleepers, with the exception of the mixed (5′ 6″ and 3′ 3⅜″) gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station-yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following :—

Contract of—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

Letter No. 257 of—7th March 1903 from the Nizam's Government to the Railway Company as to rates and fares.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (c)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

8 (*a*) Nizam's Guaranteed State railway proper (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

The general conditions are as follows:—

Terms of contract.—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing on the same gauge and working certain new lines, with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon), His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land was provided free of charge.

Note.—The guarantee of His Highness the Nizam's Government on the share capital of £2,000,000 and £984,640 four per cent. debentures expired.

Currency of contract.—The contract is current for a period of 99 years. On expiry by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Terms of working.—From gross earnings are deducted working expenses, and during the guaranteed period the net earnings are applied in the first instance to repayment of the annuity paid in the same half-year. Of the residue one moiety is utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance is paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance one-half will be paid to the Nizam's Government, the remaining half being made over to the Company.

Rates and fares.—The rates and fares not to be higher than those adopted in 1883, except with the previous assent of the Nizam's Government.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. (Includes Bezwada Extension.) Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1879	1,16,46,997	6,94,401	89,925	0·77	110	87·01
1880	1,21,90,870	7,02,716	2,48,604	2·04	112	68·08
1881	1,22,85,291	7,56,834	2,88,666	2·35	120	61·32
1882	1,22,27,794	8,59,418	3,75,099	3·07	141	56·35
1883	1,22,83,560	8,53,521	2,37,932	1·94	137	72·12
1884	1,23,08,720	9,72,917	4,70,227	3·82	155	63·02
1885	2,05,60,998	11,13,950	4,87,024	2·37	178	56·26
1886	2,71,49,342	13,81,077	6,94,524	2·56	143	49·71
1887	2,69,71,143	15,48,891	5,52,905	2·05	143	64·31
1888	3,55,11,854	17,76,075	7,57,467	2·13	115	57·35
1889	3,59,46,922	22,57,462	7,72,513	2·15	129	66·90
1890	3,77,11,194	25,07,268	10,39,590	2·76	140	59·74
1891	3,95,16,791	27,76,437	12,57,860	3·18	151	54·70
1892	3,95,48,395	27,80,612	13,24,959	3·35	151	52·35
1893	4,01,96,909	30,61,605	14,36,451	3·57	136	53·08
1894	4,02,33,826	32,56,885	16,22,028	4·03	177	50·20
1895	4,06,43,818	33,15,541	15,77,149	3·88	185	53·77
1896	4,06,24,737	33,03,522	17,28,196	4·24	187	50·02
1897	4,09,60,944	36,10,554	19,38,769	4·73	205	48·67
1898	4,10,54,449	39,07,612	22,74,580	5·54	221	44·20
1899	4,15,68,731	41,10,201	25,01,046	6·02	240	43·45
1900	4,17,49,124	49,12,056	28,41,985	6·81	286	41·52
1901	4,24,30,543	40,77,927	26,48,120	6·24	236	35·59
1902	4,28,89,527	44,06,494	26,82,533	6·25	254	39·89
1903	4,30,13,663	43,18,630	25,38,986	5·90	251	41·79
1904	4,32,66,412	43,32,440	27,90,690	6·45	252	36·13
1905	4,35,86,043	42,78,161	28,49,703	6·54	251	33·98
1906	4,36,45,097	44,84,105	27,98,897	6·41	262	38·12

8 (*b*) Bezwada Extension railway (5′ 6″ gauge)—

Details of construction—

This railway is 20·58 miles long and extends from the Hyderabad frontier to Bezwada. Its construction was sanctioned in 1886 and it was opened in 1889.

Permanent-way.—The line is laid with 66½-lb. flat-footed steel rails on steel pea-pod sleepers, except at miles 317 and 318 which are laid on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced at stations only.

Curves.—There are no curves with a radius of less than 1,900 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The line is maintained and worked for the same percentage of its gross earnings as the aggregate working expenses of the amalgamated undertaking of the 5′ 6″ gauge system bear to the aggregate gross earnings for the same half-year *plus* 5 per cent. of the gross earnings of the Bezwada extension railway for the use of rolling-stock, and the cost of Government Audit establishment and interest on joint works at Bezwada.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]*

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (c)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

8 (*b*) Bezwada Extension railway (5′6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Table II. Earnings per mile per week.	Proportion expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1887	3,11,654	...	...	...	16,363	—16,363		
1888	11,56,237	...	...	...	39,357	—39,357		
1889	13,46,302	76,671	16,326	1·21	53,530	—37,204		
1890	13,90,830	74,731	16,318	1·17	54,530	—38,212		
1891	14,11,077	87,367	28,699	2·03	56,266	—27,567	Included with the Nizam's Guaranteed State railway proper.	
1892	14,17,674	98,779	28,347	2·00	56,584	—28,237		
1893	14,21,456	1,06,386	33,972	2·39	56,888	—22,916		
1894	14,26,901	1,71,016	71,270	5·00	57,122	+14,148		
1895	14,31,642	95,119	95,119	6·64	57,239	+37,880		
1896	14,35,588	73,057	38,496	2·68	57,406	—18,910		
1897	14,95,418	1,66,800	56,645	3·79	58,383	—1,738		
1898	15,01,243	1,69,061	95,390	6·35	59,569	+35,821		
1899	15,02,651	3,12,172	1,84,365	12·27	60,101	+1,24,264		
1900	15,02,618	3,56,446	2,38,989	15·90	60,106	+1,78,883		
1901	11,51,678	2,77,177	1,56,929	13·63	35,509	+1,21,420		
1902	11,60,425	2,89,663	1,40,329	12·08	46,375	+93,954		
1903	11,77,947	3,25,363	1,67,932	14·22	46,617	+1,20,715		
1904	11,75,731	2,99,138	1,53,358	13·04	46,898	+1,06,460		
1905	11,78,635	3,47,490	2,04,259	17·33	47,046	+1,57,193		
1906	11,81,020	3,49,206	1,91,737	16·23	47,182	+1,44,555		

8 (*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—

Details of construction—

This railway connects Manmad with Hyderabad and is 391·13 miles long. Its construction was sanctioned in 1897 and it was opened through in 1901.

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers from mile 0 to 38½ and 39 to 49½, except within station limits, on steel and wooden sleepers from mile 302 to 384 and on wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 377¼ to 381 and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of.—16th March 1897 (between His Highness the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction and working.

The general conditions of the agreement are as follows :—

Terms of contract.—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, the Nizam's Government paying thereon an annuity, and, in addition, a sum of one per cent. per anum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway; after the expiration of the guaranteed period the interest payable thereon to be a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is provided for.

Currency of contract.—On expiry of the contract by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings are deducted working expenses, and the net earnings are applied in the first instance towards replacing the amount paid as interest on capital during construction, and during the guaranteed period to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government the remaining moiety being dealt with as above.

Rates and fares.—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (c)}}$ **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*concld.***

8 (*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1896	3,74,350	...	...	...	...	...
1897	17,64,352	...	...	...	...	...
1898	86,55,416	...	...	...	...	...
1899	2,00,21,971	63,381	36,877	0·18	48	41·82
1900	2,31,94,817	10,63,023	4,20,826	1·81	70	60·41
1901	2,44,37,419	20,10,033	9,22,300	3·77	99	54·07
1902	2,57,75,220	22,88,043	9,67,892	3·76	112	57·70
1903	2,62,07,241	22,14,752	8,86,291	3·38	109	59·98
1904	2,64,85,096	22,11,781	7,74,804	2·93	109	64·97
1905	2,68,15,349	29,64,122	13,29,009	4·96	146	55·16
1906	2,69,36,746	30,32,503	14,21,747	5·28	149	53·12

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (l)}}$ **. NORTH WESTERN (STATE) RAILWAY SYSTEM—**

Lines comprising the system.—The North Western (State) railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) North Western (State) railway (5′ 6″ gauge)	3,371·71	268·94	3,640·65
(*b*) Amritsar-Patti railway (5′ 6″ gauge)	27·49	...	27·49
(*c*) Jammu and Kashmir (Native state section) (5′ 6″ gauge)	15·98	...	15·98
(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)	78·65	...	78·65
(*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)	107·05	...	107·05
(*f*) Southern Punjab railway (5′ 6″ gauge)	425·33	...	425·33
(*g*) Southern Punjab "Ludhiana" Extension railway (5′ 6″ gauge)	155·05	...	155·05
(*h*) Khushalgarh-Kohat-Thal railway (2′ 6″ gauge)	91·73	...	91·73
(*i*) Nowshera-Durgai railway (2′ 6″ gauge)	40·25	...	40·25
(*j*) Dandot Light railway (2′ 0″ gauge)	6·18	...	6·18
(*k*) *Jullundur-Kapurthalla-Sultanpur (British section)* — Gauge not yet finally settled.	...	6·80	6·80
(*l*) *Jullundur-Kapurthalla-Sultanpur (Native State section)* — Gauge not yet finally settled.	...	22·02	22·02
Total	4,319·42	297·76	4,617·18

Running powers—

	Miles.
Home line over foreign line:—	
East Indian railway, Ghaziabad to Delhi, for passenger and goods trains	13·00

9 (*a*) North Western (State) railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the North Western (State) railway proper is 3,371·71 miles, of which 199·77 miles are double line. This may be divided into (*1*) *the Commercial section*, main line (Ghaziabad to Peshawar and Lahore to Karachi), 1,444·70 miles, and branches, 802·69 miles; (*2*) *Military section, Sind Sagar*, main line (Lala Musa to Sher-Shah), 344·59 miles, and branches, 227·14 miles; (*3*) *Military section, Sind Pishin* (Ruk to Chaman), 336·03 miles; (*4*) *Military section, Mushkaf-Bolan*, main line (Sibi to Quetta), 86·74 miles, and branches, 35·74 miles; (*5*) *Military section, Quetta-Nushki* (Spezand Junction to Nushki), 83·04 miles; and (*6*) *Peshawar-Jamrood branch*, 11·04 miles. The first sanction to the main line of this railway was given in 1859. It was opened through to Peshawar in 1883 and from Lahore to Karachi in 1889.

There are 268·94 miles, single line, under construction and 204·15 miles of existing single line are in course of being doubled.

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed, 68-lb. double-headed, 60-lb. bull-headed, 82-lb. double-headed and 68-lb. bull-headed; of steel rails there are 70-lb. flat-footed, 62-lb. flat-footed, 75-lb. flat-footed, 64-lb. double-headed, 68-lb. double-headed, 75-lb. double-headed, 68-lb. bull-headed, 84-lb. bull-headed, 100-lb. flat-footed, 77½-lb. bull-headed, 73-lb. bull-headed and 85-lb. bull-headed. On the double line, of iron rails there are 68-lb. double-headed; of steel rails there are 68-lb. double-headed, 75-lb. flat-footed, 77½-lb. bull-headed and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

Ballast.—The line is ballasted throughout with sand, bricks and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 408 feet radius.

Gradients.—The ruling gradient between Kotri and Rohri, and Sibi and Ruk, is 1 in 500; between Ghaziabad and Lala Musa, and Kotri and Lahore, 1 in 400; between Karachi and Kotri, 1 in 189; and between Lala Musa and Peshawar, 1 in 100. The ruling gradients on the Sind-Sagar, Mari-Attock, Sind-Pishin and Mushkaf-Bolan lines are 1 in 400, 1 in 80, 1 in 40 and 1 in 25, respectively.

Terms of contracts—

Nil. The line is owned and worked by the State.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

Number $\frac{\text{Main head 9}}{\text{Sub-heads } (a) \text{ to } (l)}$. **NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.***

9 (*a*) North Western (State) railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—

TABLE I.

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Annuity.	Surplus profits paid to Company	Gain or loss to the State.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
1879	21,67,64,247	1,51,37,631	55,36,870	2·55	1,00,29,015	...	...	−44,92,145
1880	25,05,35,401	1,00,30,668	75,55,501	3·02	1,11,36,919	...	21,122	−36,02,490
1881	26,38,29,396	90,04,725	46,13,547	1·75	1,17,64,868	...	...	−71,51,321
1882	27,49,44,870	83,43,072	57,96,011	2·11	1,05,83,712	...	...	−47,87,701
1883	28,18,15,806	1,03,81,143	87,19,243	3·09	1,07,43,931	...	...	−20,24,686
1884	29,20,27,276	1,07,68,749	88,21,631	3·02	1,18,26,701	...	...	−30,05,070
1885	31,09,43,458	1,40,78,963	1,37,44,127	4·34	1,64,98,697	...	1,25,953	−28,80,523
1886	33,38,68,533	2,53,20,901	1,19,92,839	3·54	1,14,07,148	53,00,733	...	−47,15,042
1887	36,16,48,700	2,10,03,388	87,77,585	1·60	1,01,56,779	88,30,322	...	−1,32,09,516
1888	37,50,58,998	2,57,79,305	93,66,598	2·23	1,09,18,938	83,45,756	...	−1,08,98,096
1889	38,73,09,431	2,83,96,830	1,02,84,741	2·66	1,13,76,516	83,98,768	...	−94,90,543
1890	41,54,67,150	3,73,99,035	1,02,57,601	2·47	1,19,66,585	74,54,323	...	−88,63,307
1891	41,87,30,971	3,35,78,355	1,21,32,521	2·90	1,20,67,542	80,05,299	...	−79,40,321
1892	43,71,90,670	3,64,35,665	94,50,960	2·21	1,24,26,030	89,84,076	...	−1,19,59,146
1893	43,71,68,691	3,92,68,732	97,97,643	2·24	1,27,61,682	90,98,545	...	−1,20,62,584
1894	44,78,05,925	3,33,14,097	1,33,25,161	2·98	1,24,83,279	1,03,59,245	...	−99,97,343
1895	46,28,14,462	3,53,18,382	1,64,46,998	3·55	1,35,01,193	1,03,17,385	...	−73,71,550
1896	47,81,90,892	3,94,41,749	1,18,86,409	2·49	1,42,35,427	96,43,583	...	−1,19,92,605
1897	48,79,35,296	3,39,03,448	1,49,78,897	3·07	1,45,40,298	90,95,191	...	−86,56,592
1898	49,37,11,919	3,76,01,912	1,85,74,360	3·76	1,50,41,459	86,35,849	...	−51,02,948
1899	50,01,64,031	3,52,21,759	1,60,89,223	3·22	1,50,40,208	85,61,406	...	−75,12,391
1900	50,57,28,113	3,15,22,237	1,32,19,151	2·61	1,54,25,164	85,76,682	...	−1,07,82,695
1901	51,04,57,548	4,11,59,277	2,03,56,471	3·99	1,55,50,694	86,03,322	...	−37,96,445
1902	52,53,16,084	4,22,10,027	1,73,70,094	3·31	1,59,69,569	85,81,455	...	−71,80,922
1903	53,31,87,591	4,43,83,876	2,50,09,517	4·69	1,62,98,103	85,77,430	...	+1,42,984
1904	54,52,89,923	5,16,56,310	3,22,92,909	5·92	1,67,34,700	85,77,430	...	+69,80,779
1905	57,66,24,021	5,36,74,943	2,90,52,383	5·04	1,72,13,261	85,77,430	...	+32,61,692
1906	60,67,74,836	6,18,46,041	2,93,40,919	4·84	1,80,71,178	85,77,430	...	+26,92,311

TABLE II.

Calendar year.	Sind-Punjab and Delhi, 5′ 6″.		Punjab-Northern, 5′ 6″.		Indus Valley and Kandahar, 5′ 6″.		Amritsar-Pathankot, 5′ 6″.		North Western (State). Commercial section.		Military section.		Entire line.	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
1861	58	97·28	...	...	...	...	...	...	...	...	...	...	...	...
1862	112	79·59	...	...	...	...	...	...	...	...	...	...	...	...
1863	171	83·04	...	...	...	...	...	...	...	...	...	...	...	...
1864	170	87·26	...	...	...	...	...	...	...	...	...	...	...	...
1865	101	82·18	...	...	...	...	...	...	...	...	...	...	...	...
1866	116	76·15	...	...	...	...	...	...	...	...	...	...	...	...
1867	121	89·98	...	...	...	...	...	...	...	...	...	...	...	...
1868	112	95·69	...	...	...	...	...	...	...	...	...	...	...	...
1869	117	80·70	...	...	...	...	...	...	...	...	...	...	...	...
1870	140	78·16	...	...	...	...	...	...	...	...	...	...	...	...
1871	122	99·08	...	...	...	...	...	...	...	...	...	...	...	...
1872	134	95·77	...	...	...	...	...	...	...	...	...	...	...	...
1873	154	68·67	...	...	...	...	...	...	...	...	...	...	...	...
1874	191	55·35	...	...	...	...	...	...	...	...	...	...	...	...
1875	161	64·09	61	63·41	...	...	...	...	...	...	...	...	...	...
1876	186	67·03	101	77·27	...	...	...	...	...	...	...	...	...	...
1877	241	57·46	130	86·81	...	...	...	...	...	...	...	...	...	...
1878	234	64·50	169	99·36	56	122·97	...	...	...	...	...	...	...	...
1879	317	60·22	345	79·53	121	81·16	...	...	...	...	...	...	...	...
1880	352	55·93	360	83·25	209	71·15	...	...	...	...	...	...	...	...
1881	285	69·76	198	89·64	155	78·73	...	...	...	...	...	...	...	...
1882	285	66·00	151	83·74	141	69·17	...	...	...	...	...	...	...	...
1883	296	67·13	144	81·11	203	55·55	...	...	...	...	...	...	...	...
1884	290	61·26	139	72·34	210	69·49	67	95·78	...	...	...	...	...	...
1885	373	57·35	165	62·69	309	40·65	84	80·28	...	...	...	...	...	...
1886	...	...	...	...	...	...	...	...	...	...	...	...	261	52·49
1887	...	...	...	...	...	...	...	...	...	...	...	...	182	72·33
1888	...	...	...	...	...	...	...	...	...	...	...	...	202	67·37
1889	...	...	...	...	...	...	...	...	290	56·53	90	102·75	224	63·35
1890	...	...	...	...	...	...	...	...	283	58·85	88	110·22	219	62·36
1891	...	...	...	...	...	...	...	...	344	55·60	88	123·41	261	62·08
1892	...	...	...	...	...	...	...	...	280	55·58	70	131·08	206	64·25
1893	...	...	...	...	...	...	...	...	313	60·20	69	132·71	230	66·58
1894	...	...	...	...	...	...	...	...	347	53·11	76	122·95	253	60·31
1895	...	...	...	...	...	...	...	...	379	46·79	75	116·14	274	53·30
1896	...	...	...	...	...	...	...	...	292	54·68	75	97·77	220	59·55
1897	...	...	...	...	...	...	...	...	302	49·70	72	96·76	225	54·35
1898	...	...	...	...	...	...	...	...	354	45·98	63	101·26	256	50·60
1899	...	...	...	...	...	...	...	...	326	47·78	56	123·43	282	54·32
1900	...	...	...	...	...	...	...	...	275	52·34	80	107·61	209	58·02
1901	...	...	...	...	...	...	...	...	350	45·41	69	90·55	256	50·32
1902	...	...	...	...	...	...	...	...	360	53·63	67	113·42	282	53·62
1903	...	...	...	...	...	...	...	...	421	44·42	65	106·94	294	49·36
1904	...	...	...	...	...	...	...	...	519	42·29	75	113·47	361	47·66
1905	...	...	...	...	...	...	...	...	463	46·65	75	94·82	338	50·46
1906	...	...	...	...	...	...	...	...	495	48·22	77	101·07	343	52·57

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (l)}}$. **NORTH WESTERN (STATE) RAILWAY SYSTEM**—*contd.*

9(b) Amritsar-Patti railway (5′ 6″ gauge)—

Details of construction—

This line, from Amritsar *viâ* Tarn Taran to Patti, is 27·49 miles long. It was sanctioned in 1905 and opened in 1906.

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line has not been yet ballasted.

Fencing.—Station yards only are fenced.

Curves.—The sharpest curve is of 2,292 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following :—

Contract of—22nd March 1905 (between the Secretary of State and the Amritsar-Patti Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—A rebate is allowed up to 45 per cent. of the gross earnings from traffic (except the earnings derived from the carriage of stores) interchanged between the North Western railway and the Amritsar-Patti railway so as to make up an amount equal to interest for the year at a rate of 5 per cent. per annum on the actual capital expenditure *plus* Rs. 6,000 for each year for or towards the office expenses and the expenses of management and direction. Land provided free.

Currency of contract.—Government may, by giving 12 months' notice, determine the contract on 31st December 1935 or at the end of any subsequent period of 10 years paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years but not exceeding by more than 20 per cent. the total capital expenditure of the Company nor being less than such capital expenditure.

Terms of working.—Government undertake to work and maintain the line and provide rolling stock at 45 per cent. of the gross earnings. When the net earnings of the Company in any year shall exceed the minimum amount sufficient to pay a dividend of 5 per cent. per annum such excess shall be applied towards the payment of office expenses and the expenses of management and direction up to a limit of Rs. 9,000 for such year and the balance, if any, shall be divided equally between Government and the Company.

Rates and fares.—Rates and fares to be fixed by Government within the maxima and minima rates and fares in force on the North Western railway.

Statistics of working.—

	Table I.				Table II.	
Calendar year.	Capital expenditure to end of the year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1905	11,90,964	15,368	8,452	0·71	69	45·00

9(c) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—

Details of construction—

This line, which extends from the Kashmir frontier to the left bank of the Tawi river near Jammu, is 15·98 miles long. Its construction was sanctioned in 1888 and it was opened in 1890.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 500.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (i)}}$. **NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.***

9(e) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—*concld.*

Terms of contracts—

The railway is worked by the State under the following agreement :—

Agreement of—2nd February 1906, having effect from 1st January 1903, (between the Government of India and the Kashmir Durbar) for working.

The general conditions of the agreement are as follows :—

Government aid.—Government allow this railway, in addition to 44·5 per cent. of the gross earnings of the Tawi-Suchetgarh section, a rebate payment on interchanged traffic to the extent necessary to give the Durbar a total dividend of 3½ per cent. per annum on the actual expenditure to the end of the half-year concerned as entered in rupees in the capital account of the said railway—subject to a maximum limit equal to the net earnings of the North Western (State) railway from traffic interchanged with this section.

Currency of agreement.—The agreement is current for a period of five years from 1st January 1903 and is terminable thereafter on six months' notice by either side.

Terms of working.—The North Western (State) railway works and maintains the line for 55·5 per cent. of its gross earnings, which includes both hire of necessary locomotives and rolling stock and the cost, subject to a limit of Rs. 30 per mile per annum, of such new minor works as are usually charged to revenue on the North Western (State) railway. The cost of additional works usually charged to capital is to be found by the Durbar, no charge being made by the North Western (State) railway for supervision of the construction of such capital works except where special establishment is required.

Rates and fares.—Rates and fares are those which are from time to time in force on the main line of the North Western (State) railway.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Rebate from North Western (State) railway.	Total income.	Percentage on total income.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1888	29,545	...	...	...	...	...	...	...	...
1889	7,51,458	...	...	...	...	...	...	...	...
1890	12,37,071	45,667	13,770	1·11	...	...	...		
1891	13,80,083	57,312	15,904	1·15	...	...	...		
1892	9,45,302	41,718	15,444	1·63	...	...	...		
1893	9,56,227	54,637	14,332	1·50	...	...	...		
1894	9,59,773	60,463	17,555	1·83	...	...	...	Included with the North Western (State) railway.	
1895	9,60,010	56,239	25,026	2·60	...	...	...		
1896	9,60,011	55,185	24,558	2·55	...	...	...		
1897	9,65,151	48,509	21,587	2·24	...	...	...		
1898	9,62,846	48,164	21,433	2·23	...	...	...		
1899	9,60,820	51,532	22,932	2·39	...	...	...	58	55·50
1900	9,60,492	55,215	24,571	2·56	...	...	...	62	55·50
1901	9,60,636	52,484	23,355	2·43	...	...	...	67	55·50
1902	9,62,471	51,865	23,080	2·40	...	...	...	63	55·50
1903	9,62,284	54,881	24,422	2·54	2,258	33,680	3·50	63	55·50
1904	9,62,208	56,231	25,023	2·60	3,655	33,678	3·50	66	55·50
1905	9,62,208	66,842	29,745	3·09	4,540	34,285	3·57	68	55·50
1906	9,78,566	77,688	34,571	3·53	684	35,255	3·60	80	55·50
								93	55·50

9(d) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—

Details of construction—

This railway is 78·65 miles long. Its construction was sanctioned in 1899 and it was opened in 1901.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads } (a) \text{ to } (l)}$. **NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.***

9(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—*concld.*

Terms of contract—

The railway is worked under the contract of 6th September 1899 (between the Secretary of State and the Malerkotla and Jind Durbars) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Nil. The line was constructed at the cost of the Malerkotla and Jind Durbars.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year on six months' notice by either party. The contract may also be determined by the Secretary of State for breach of any of its provisions if they are not remedied within six months of being notified. Upon the determination of the contract the North Western (State) railway will give to the Malerkotla and Jind Durbars possession of the railway, works, surveys and stores, and, on this being done, the Malerkotla and Jind Durbars will indemnify the North Western (State) railway from all debts and liabilities incurred for the Ludhiana-Dhuri-Jakhal railway then subsisting. The working stores provided by the North Western (State) railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—After deduction of 55 per cent. of the gross receipts for working expenses the balance is paid to the Malerkotla and Jind Durbars to be divided between them in the proportion of $\frac{1}{8}$th and $\frac{7}{8}$ths, respectively.

Rates and fares.—Rates and fares as in force on the North Western (State) railway.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
	Rs.	Rs.	Rs.		Rs.		
1901	43,10,407	2,02,297	91,034	2·11	68	55·00	The decrease in Capital outlay in 1903 was due to credits.
1902	43,24,799	4,05,005	1,82,252	4·21	99	55·00	
1903	41,19,964	3,15,026	1,41,762	3·44	77	55·00	
1904	41,19,634	3,46,059	1,55,727	3·78	85	55·00	
1905	41,22,517	5,15,007	2,31,753	5·62	126	55·00	
1906	41,70,608	6,44,063	2,89,829	6·95	157	55·00	

9(*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)—

Details of construction—

This railway is 107·05 miles long. Its construction was first sanctioned in 1883 and it was opened through in 1889.

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Terms of contract—

The railway is owned by the Patiala State and is worked by the North Western (State) railway under the following :—

Contract of—30th January 1893 (between the Secretary of State and the Patiala Durbar) for maintenance and working.

Government of India letter No. 817 R. T. of 5th October 1903, sanctioning the reduction in the percentage of gross earnings to be retained by the North Western (State) railway for working, from 55 to 52, with effect from 1st January 1904.

The general conditions of the contract are as follows :—

Government aid.—Nil. The line was constructed at the cost of the Patiala Durbar.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western (State) railway will give to the Patiala Durbar possession of the railway, works, surveys and stores, and, on this being done, the Patiala Durbar will indemnify the North Western (State) railway from all debts and liabilities incurred for the Rajpura-Bhatinda railway then subsisting. The working stores provided by the North Western (State) railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—55 per cent. of the gross earnings to end of 1903 and 52 per cent. thereafter.

Rates and fares.—Rates and fares as in force on the North Western (State) railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head}}{\text{Sub-heads (a) to (i)}}$. **NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.***

9(e) Rajpura-Bhatinda railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Table I.				Table II.	
	Rs.	Rs.	Rs.		Rs.	
1884	11,12,259	5,111	—496	...	17	109·72
1885	12,29,141	48,769	—4,255	...	59	106·09
1886	12,29,141	64,623	13,816	1·12	78	78·62
1887	12,43,250	Not available	15,425	1·24	Included with Northern (State) railway.	
1888	22,61,990		18,640	0·82		
1889	62,83,918	1,08,480	58,403	0·93	74	55·00
1890	65,00,534	5,66,946	2,55,126	3·99	101	55·00
1891	65,81,553	7,19,859	3,23,937	4·92	128	55·00
1892	66,41,382	5,64,653	2,53,824	3·82	100	55·00
1893	67,26,241	6,84,947	3,07,956	4·58	122	55·00
1894	67,01,669	12,59,032	5,66,565	8·45	224	55·00
1895	67,02,457	13,18,902	5,93,506	8·86	235	55·00
1896	66,95,813	9,97,826	4,49,022	6·71	178	55·00
1897	66,96,451	6,96,937	3,13,617	4·68	124	55·00
1898	67,04,520	7,02,637	3,16,187	4·72	125	55·00
1899	67,05,785	6,79,520	3,05,784	4·56	122	55·00
1900	67,05,785	6,93,804	3,12,211	4·66	125	55·00
1901	67,10,823	8,60,642	3,87,289	5·77	155	55·00
1902	67,12,977	8,40,947	3,78,426	5·64	151	55·00
1903	67,18,890	9,64,002	4,33,801	6·46	173	55·00
1904	67,23,431	10,67,925	5,12,604	7·62	192	52·00
1905	67,18,831	12,53,890	6,01,628	8·95	225	52·00
1906	68,02,580	11,87,134	5,69,825	8·37	213	52·00

9(f) Southern Punjab railway (5′ 6″ gauge)—

Chairman.—Sir Bradford Leslie, M.I.C.E., K.C.I.E.
Secretary.—Urban Broughton, Esq.
Offices.—70, Cornhill, London, E. C.

The railway runs from Delhi, *viâ* Bhatinda, to Samasata on the North Western (State) railway, shortening the distance by railway between Delhi and Karachi by 187 miles as compared with the route *viâ* Umballa and Lahore.

Details of construction—

The mileage amounts to 425·33 miles, which may be divided into main line (Delhi to Samasata), 401·95 miles, and branch, 23·38 miles. The main line was opened through in 1897.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 2,100 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts:—

Contract of—13th August 1895 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working.
4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kaithal branch.
4th October 1905 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Southern Punjab "Ludhiana" extension, 9 (*g*).

The general conditions of the contracts are as follows:—

Government aid.—Government allow the Company in respect of each half-year, by way of rebate on the net earnings of the North Western (State) railway from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western (State) railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western (State) railway) as together with the Company's net earnings make up an amount equal to interest for the year at the rate of 3½ per cent. on the actual rupee expenditure charged in the capital account. Land was provided free of cost to the Company.

Currency of contract.—Government may, by giving twelve months' notice, determine the contract on the 31st December 1923, or at the expiration of any subsequent period of ten years, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent. the total capital expenditure of the Company in sterling nor being less than such capital expenditure. Government may also determine the contract, on the 31st December 1948, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

Power of Company to surrender contract.—Nil.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head } 9}{\text{Sub-heads } (a) \text{ to } (l)}$. **NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.***

9(*f*) Southern Punjab railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 52 per cent. of the gross earnings. Surplus profits in excess of 3½ per cent. per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company. The North Western (State) railway take all receipts from traffic between its own stations including Delhi and Samasata, but excluding the Patiala State railway, which passes over the Southern Punjab railway. The Company, in addition to its earnings from local and interchanged traffic, receives, where it forms part of the shortest route, its mileage proportion of traffic between the North Western (State) railway and foreign lines.

Rates and fares.—Rates and fares are fixed by Government within the maxima and minima rates and fares in force on the North Western (State) railway.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Rebate from N. W. (S.) ry.	Total income.	Percentage of total income on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1895 . .	21,49,441	...	...	...	...	...	...	...	...	Adjustments under the Cripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.
1896 . .	1,30,67,048	...	...	...	...	...	...	...	...	
1897 . .	1,99,08,812	1,61,088	77,298	0·39	19,942	97,240	0·49	52	52·00	
1898 . .	2,23,62,921	16,29,122	7,81,978	3·49	...	7,81,978	3·49	74	52·00	
1899 . .	2,26,68,262	16,11,010	7,73,285	3·41	17,318	7,90,603	3·49	73	52·00	
1900 . .	2,26,57,963	16,38,280	7,89,360	3·48	3,562	7,92,922	3·50	74	52·00	
1901 . .	2,25,70,734	24,96,333	11,98,240	5·31	...	11,98,240	5·31	113	52·00	
1902 . .	2,27,93,660	19,41,541	9,31,940	4·09	...	9,31,940	4·09	88	52·00	
1903 . .	2,28,27,906	21,59,133	10,36,396	4·54	...	10,36,396	4·54	98	52·00	
1904 . .	2,29,43,454	27,47,442	13,18,772	5·74	...	13,18,772	5·74	124	52·00	
1905 . .	2,30,13,696	36,40,372	17,47,379	7·59	...	17,47,379	7·59	165	52·00	
1906 . .	2,31,30,148	41,67,059	20,00,188	8·65	...	20,00,188	8·65	188	52·00	

9(*g*) Southern Punjab "Ludhiana" extension (5′ 6″ gauge)—

Details of construction—

The open mileage, from Ludhiana, *viâ* Ferozepore, to McLeod Ganj is 155·05 miles. This extension was sanctioned in 1903 and opened through in 1906.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers.

Ballast.—The line is being ballasted chiefly with brick.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

This railway is worked as a part of the Southern Punjab railway under the contracts and conditions relating to that railway [9 (*f*)], except as follows :—

Government aid.—Government allow the Company, by way of rebate on the net earnings of the North Western (State) railway from traffic interchanged or sent over any part of the Company's lines including the Ludhiana extension, such a sum (not exceeding the amount of such net earnings of the North Western (State) railway) as together with the net earnings of the Company in respect of the Ludhiana extension will make up interest at the rate of 5 per cent. per annum on the capital expenditure of the Company in respect of the extension as charged in the capital account.

Currency of contract.—Concurrent with the contract contained in the Principal Indenture. If determined by notice of purchase on 31st December 1923, or at the expiration of any subsequent period of ten years, there shall be paid to the Company a sum equal to twenty-five years' purchase of the average of the Company's share of the net earnings of the extension during the five years immediately preceding such 31st December, subject to a maximum limit of 20 per cent. of the total capital expenditure on the extension and a minimum of the total sterling capital expenditure of the extension; if determined by notice of purchase on 31st December 1948 then the total amount of such capital expenditure as aforesaid in sterling.

Terms of working.—Surplus profits in excess of 5 per cent. per annum on the total capital expenditure are divisible at the close of each year between the Company and the Secretary of State in the proportion of one-fourth to the former and three-fourths to the latter.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Rebate from North Western (State) railway.	Total income.	Per cent. of total income on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1905 . . .	70,09,669	73,332	35,200	0·50	10,500	45,700	0·65	68	52·00
1906 . . .	79,33,781	6,29,557	3,02,187	3·81	33,318	3,35,505	4·23	83	52·00

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (i)}}$. **NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.***

9(*h*) Khushalgarh-Kohat-Thal railway (2′ 6″ gauge)—

Details of construction—

The line is 91·73 miles long. Its construction was sanctioned in 1900 and it was opened through in 1903.

Permanent-way.—The permanent-way between Khushalgarh and Kohat consists of flat-footed steel rails, 35 lbs. to the yard, laid on wooden sleepers; the Kohat-Thal section is laid partly with 25-lb. and partly with 21-lb. rails, partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient between Khushalgarh and Kohat is 1 in 83·3 and between Kohat and Thal 1 in 100.

Terms of contract.—The line is owned and worked by the State.

Statistics of working—

Table I.	Table II.		
	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
		Rs.	
Included with the North Western (State) railway	1902	31	67·88
	1903	34	174·56
	1904	34	222·38
	1905	38	166·36
	1906	50	148·68

9(*i*) Nowshera-Durgai railway (2′ 6″ gauge)—

Details of construction—

This railway is 40·25 miles in length. Its construction was sanctioned in 1899 and it was opened through in 1901.

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 477 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract.—The railway is owned and worked by the State.

Statistics of working—

Table I.	Table II.		
	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
		Rs.	
Included with the North Western (State) railway	1902	51	152·27
	1903	53	101·67
	1904	69	97·29
	1905	68	103·17
	1906	72	92·46

9(*j*) Dandot Light railway (2′ 0″ gauge)—

The Dandot Light railway has been constructed by the North Western (State) railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked with steel wire ropes by combined gravity and steam power. On the second portion (1·29 miles) there is another incline worked by gravity alone.

Details of construction—

The line is 6·18 miles long. The section from Dandot station to the mouth of the main mine was opened in 1889.

Permanent-way.—The permanent-way consists of old metre gauge 36-lb. and 40-lb. rails laid on deodar sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

Terms of contract.—The line is owned and worked by the State.

Statistics of working.—Included with the North Western (State) railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (l)}}$. **NORTH WESTERN (STATE) RAILWAY SYSTEM—*concld.***

9(*k*) Jullundur-Kapurthalla-Sultanpur (British section)—

This line, which will be 6·80 miles long, has not yet been commenced, nor has the gauge been settled.

9(*l*) Jullundur-Kapurthalla-Sultanpur (Native State section)—

The Native State section will be 22·02 miles long. The same remarks apply to this as are made against the British section.

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND (STATE) RAILWAY SYSTEM—**

Lines comprising the system.—The Oudh and Rohilkhand (State) railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Oudh and Rohilkhand (State) railway (5′ 6″ gauge)	1,210·75	99·15	1,309·90
(3′ 3⅜″ gauge)	1·81	...	1·81
(*b*) Hardwar-Dehra railway (5′ 6″ gauge)	32·04	...	32·04
(*c*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)	79·60	...	79·60
Total	1,324·20	99·15	1,423·35

Running powers—

	Miles.
Home line over Foreign line:—	
Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only	13·00
Foreign lines over Home line:—	
Great Indian Peninsula railway at Cawnpore } granted for passenger and goods trains, but exercised for the former only.	0·86
" " " " Cawnpore to Lucknow }	44·63
East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only	10·00
	55·49
Bengal and North-Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal 34·57 miles (Cawnpore-Burhwal link, 3′ 3⅜″ gauge) } for passenger and goods trains.	79·60
" " " " Benares Cantonment to Benares City (Oudh and Rohilkhand (State) railway, 3′ 3⅜″ gauge) }	1·81
	81·41

10(*a*) Oudh and Rohilkhand (State) railway proper (5′ 6″ gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand (State) railway. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only.

Details of construction.

The total open mileage of the railway is 1,212·56 miles. This may be divided into (1) Main line (Moghal Sarai to Saharanpur), 518·49 miles; (2) Benares-Lucknow loop, 199·03 miles; (3) Bareilly-Moradabad loop, 70·50 miles; and branches, 422·73 miles; and 1·81 miles of 3′ 3⅜″ gauge at Benares.

First sanction to construction was given in 1864. The main line *viâ* Rai Bareilly was opened through in 1898. The Benares-Lucknow loop was opened through in 1874 and the Bareilly-Moradabad loop in 1873.

There were 10·67 miles under construction, and 88·48 miles sanctioned but not commenced.

Permanent-way.—The main line and Benares-Lucknow loop are laid throughout with 75-lb. flat-footed steel rails. So are most of the branches, although some 60-lb. flat-footed steel rails are still to be found in a few of the branches, *e.g.*, the Aligarh branch and in a portion of the Bareilly-Moradabad loop. There are also a few miles of 60-lb. flat-footed iron rails in the Bahramghat and Madhoganj branches.

The sleepers are of the following types:—stamped steel bowls, cast-iron pots, steel trough transverse and wood (sâl, deodar, jarrah and New South Wales hard wood). There are a few wrought iron saddle back sleepers in the Kotdwara branch and Bareilly-Moradabad loop.

Ballast.—The main line is ballasted throughout with kunkur, stone, or shingle.

The branches are ballasted either with sand or earth with a covering of broken brick, kunkur or stone, except the Allahabad, Delhi, Cawnpore and Hardwar branches which are ballasted with kunkur, stone or shingle.

Fencing.—The line is fenced throughout with the exception of the Madhoganj, Meerut and Kotdwara branches.

Curves.—The sharpest curve on the line is of 1,000 feet radius.

Gradients.—The ruling gradient of the whole of the railway is 1 in 400.

Terms of contract—

Nil. The railway is owned and worked by the State.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (c)}}$ **OUDH AND ROHILKHAND (STATE) RAILWAY SYSTEM—*contd.***

10 (*a*) Oudh and Rohilkhand (State) railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Surplus profits paid to Company.	Gain or loss to the State.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1867	...	...	...	...	...	...	...	74	106·97
1868	...	...	...	...	...	...	...	120	64·54
1869	...	...	...	...	...	...	...	97	81·74
1870	...	...	...	...	...	...	...	112	227·93
1871	...	...	...	...	...	...	...	117	69·31
1872	...	...	...	...	...	...	...	56	68·58
1873	...	...	...	...	...	...	...	56	72·91
1874	...	...	...	...	...	—	...	72	64·41
1875	...	...	...	...	...	...	...	97	59·71
1876	...	...	...	...	...	...	...	120	63·93
1877	...	...	...	...	...	...	...	153	52·38
1878	...	...	...	...	...	...	...	163	54·23
1879	5,80,35,764	43,44,843	18,19,936	3·14	28,00,000	...	−9,80,064	138	58·11
1880	6,02,24,081	44,55,150	19,04,409	3·16	28,19,946	...	−9,15,537	157	57·25
1881	6,25,30,935	49,28,730	19,75,699	3·16	29,14,137	...	−9,38,438	173	59·91
1882	6,52,79,340	52,62,844	18,01,871	2·76	30,67,622	...	−12,66,251	185	65·77
1883	7,07,69,446	54,56,255	24,80,362	3·50	31,35,495	...	−6,55,133	192	54·54
1884	7,91,43,383	52,75,198	23,26,146	2·94	41,14,587	...	−17,88,441	182	55·99
1885	8,54,34,426	55,37,369	17,95,361	2·10	46,53,333	...	−28,57,972	176	65·50
1886	8,95,12,775	65,05,408	28,60,755	3·20	51,88,014	...	−23,27,259	180	56·02
1887	9,17,06,668	66,46,213	31,35,249	3·42	53,98,339	...	−22,63,090	186	52·88
1888	9,18,41,649	70,77,053	30,16,005	3·28	51,67,494	...	−21,51,489	197	57·36
1889	9,22,32,226	75,39,683	42,04,076	4·56	49,71,898	...	−7,67,822	209	44·24
1890	9,27,89,280	73,31,396	37,54,478	4·05	44,23,109	...	−6,68,631	205	49·14
1891	9,28,38,338	85,64,209	49,42,458	5·32	47,25,666	...	+2,16,792	238	42·29
1892	10,34,95,085	85,42,836	50,16,329	4·84	52,79,411	...	−2,63,082	237	41·28
1893	10,09,17,292	87,15,926	50,17,053	4·97	55,01,058	...	−4,84,005	239	42·44
1894	10,28,87,184	1,05,18,886	57,36,138	5·58	63,11,123	...	−5,74,985	262	45·47
1895	10,65,05,148	1,02,94,880	52,55,948	4·93	63,69,949	...	−11,14,001	248	48·95
1896	10,92,69,485	86,97,076	43,50,907	3·98	61,30,729	...	−17,79,822	209	49·97
1897	11,44,19,239	85,15,856	36,96,778	3·23	59,77,486	...	−22,80,708	186	56·59
1898	11,64,90,213	98,51,599	53,07,727	4·56	58,76,247	...	−5,68,520	190	46·12
1899	12,21,84,423	1,11,98,990	60,76,595	4·97	59,75,202	...	+1,01,393	208	45·45
1900	12,55,94,869	1,15,15,132	55,91,727	4·45	62,26,185	...	−6,36,458	208	51·44
1901	12,83,66,865	1,32,54,991	72,20,007	5·60	63,12,044	...	+9,07,963	231	43·53
1902	13,65,17,037	1,31,65,792	64,11,336	4·70	64,75,905	...	−64,569	220	51·30
1903	14,52,62,379	1,39,49,922	72,31,862	4·98	68,00,305	...	+4,31,557	226	48·16
1904	14,96,63,929	1,52,96,206	71,33,117	4·76	70,55,640	...	+77,477	235	53·37
1905	15,37,92,909	1,53,35,913	63,43,667	4·12	71,68,431	...	−8,24,764	238	58·77
1906	15,71,99,731	1,64,67,329	78,15,781	4·97	75,66,010	...	+2,49,721	249	52·54

10 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—

Details of construction—

This railway is 32·04 miles long. Its construction was sanctioned in 1896 and it was opened in 1900.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar and sal sleepers.

Ballast.—The line is ballasted throughout with shingle, with a covering of broken stone for boxing.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 75.

Terms of contract—

The Hardwar-Dehra railway is worked under the following contract :—

Contract of—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Interest at 3 per cent. per annum is guaranteed. Government also allow Rs. 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent. is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue. Land is also provided free of charge.

Terms of contract.—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital and, except for *bonâ fide* temporary purposes at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share or stock capital.

Currency of contract.—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent., or is not less than, the total capital expenditure.

Power of Company to surrender contract.—Nil.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND (STATE) RAILWAY SYSTEM—*concld.***

10 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of working.—After deduction of 50 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure, not exceeding Rs. 1,000, classed as a 'Minor Work', subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.

Rates and fares.—Rates and fares to be arranged between Government and the working agency within one-and-half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand (State) railway.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings.	Gain or loss to the State.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		
1897 . .	1,96,617	...	...	...	...	...	...	...	...	Interest up to 1900 was charged to capital and not earnings of 1900 were credited to capital in reduction of interest charges.
1898 . .	10,70,345	...	...	...	...	...	...	...	...	
1899 . .	23,42,687	...	...	...	...	...	...	...	...	
1900 . .	25,67,093	1,60,485	80,243	1·33	...	...	...	115	50·00	
1901 . .	23,13,301	2,13,456	1,06,728	3·80	84,220	...	+23,508	128	50·00	
1902 . .	23,36,486	2,52,485	1,26,242	4·45	85,048	11,253	+29,941	152	50·00	
1903 . .	23,44,542	2,62,719	1,31,359	4·62	85,260	20,597	+25,502	158	50·00	
1904 . .	29,12,992	2,63,612	1,31,806	4·32	86,777	23,050	+21,979	158	50·00	
1905 . .	29,20,650	3,13,476	1,56,738	5·37	87,590	22,515	+46,633	188	50·00	
1906 . .	29,24,284	3,34,110	1,67,055	5·71	87,688	39,693	+39,684	201	50·00	

10 (*c*) Cawnpore-Burhwal (3′ 3⅜″ gauge) link—

The construction of the Cawnpore-Burhwal (3′ 3⅜″ gauge) link was sanctioned as a part of the project for linking up the 3′ 3⅜″ gauge systems of Northern India.

Details of construction—

The link is 79·60 miles long. Its construction was sanctioned in 1894 and it was opened through in 1897.

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with kunkur, stone, or shingle.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand (State) railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand (State) railway 80 per cent., which has, with effect from the 1st July 1905, been reduced to 75 per cent., of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand (State) railway [10 (*a*)].

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$. **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—

Chairman.—Lieutenant-General Sir Richard Strachey, R.E., G.C.S.I.

Managing Director.—James Meadows Rendel, Esq.

Offices.—Bishopsgate House, Bishopgate Street within London, E. C.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, 34·90 miles which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Details of construction—

The total open mileage of the line is 775·28 miles, which may be divided into (1) main line (Chittagong to Tinsukia), 576·61 miles, and (2) branches, 198·67 miles. The main line was opened through to Tinsukia in 1903.

Besides the above 35 miles were sanctioned for construction, of which 19 miles are actually under construction.

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sâl and pyinkado, and partly on bastard sâl, nageshur and jarrah wood sleepers. The Noakhali branch is laid with 41¼ lb steel rails on sâl sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silchar, Laksam and Chandpur, Gauhati Ghat and Gauhati, and half a mile from Gauhati towards Lumding, and at some stations on the hill section.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 11 / Sub-head (a) . **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*contd.*

Details of construction—*concld.*

Curves.—The sharpest curve is of 358 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding 1 in 60, with a 1 in 37 banking section 8·54 miles long; between Gauhati and Tinsukia, 1 in 100; between Laksam and Noakhali, 1 in 200; between Laksam and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150.

Terms of contracts—

The Assam-Bengal railway is worked under the following contracts :—

Contracts of—26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

—11th April 1906 (between the Secretary of State and the Assam-Bengal Railway Company)—supplemental to the contract of the 26th April 1892—for the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking, and for the application thereto, as from 1st January 1906, of the provisions of the principal contract of the 26th April 1892.

The general conditions of the contract are :—

Government aid.—Government guarantee interest in sterling at 3 per cent. on the Company's share capital of £1,500,000. Up to 30th June 1898 interest was allowed at 3½ per cent. Land was provided free of charge.

Terms of contract.—The contract provides that the Company raises £1,500,000, and that any further money required be supplied either by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal, (with the exception of monies paid against interest on the Company's share capital and sums applied from net earnings) are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.

Currency of contract.—Government may determine the contract, by giving the Company in England 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line is worked at a loss for not less than three half-years consecutively. On the determination of the contract the Company is to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting working expenses (which include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net earnings to be applied in payment of—

(1) Contribution due to the Provident Fund, calculated at one per cent. of net earnings.

(2) The equivalent in rupees of interest paid on debenture capital; provided that if the Company's share capital is not less than $\frac{4}{11}$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital.

(3) The equivalent in rupees of guaranteed interest paid to the Company in respect of share capital; interest on the capital contributed or deemed to be contributed by Government, at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceeds $\frac{5}{11}$ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement; and the residue is divisible between Government and the Company in the ratio of their respective capital expenditure.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Calendar year.	TABLE I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	TABLE II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1891	1,53,203	...	...	...	5,893	—5,893	...	...
1892	30,16,133	...	...	...	2,66,378	—2,66,378	...	...
1893	1,07,63,192	...	...	...	7,09,987	—7,09,987	...	...
1894	2,46,89,898	...	...	...	8,76,954	—8,76,954	...	...
1895	4,04,38,298	2,14,426	—8,047	...	18,95,636	—14,03,663	64	183·75
1896	5,21,39,304	6,18,785	33,238	0·06	23,73,034	—23,39,796	71	94·63
1897	6,37,67,401	9,90,640	72,214	0·11	22,56,279	—21,84,065	68	92·71
1898	7,56,41,721	13,08,124	54,551	0·07	24,45,275	—23,90,724	86	95·83
1899	8,69,56,236	16,19,546	3,22,704	0·37	28,63,084	—25,40,380	75	80·08
1900	9,56,01,772	17,09,955	3,64,364	0·38	33,31,390	—29,67,026	75	78·69
1901	10,41,49,467	21,34,652	4,56,654	0·44	35,06,252	—30,49,598	70	78·60
1902	11,11,34,922	20,96,658	2,54,418	0·23	38,08,387	—35,53,969	68	87·86
1903	12,40,28,548	23,97,658	4,43,963	0·36	40,71,450	—36,27,487	72	80·51
1904	12,60,09,639	29,53,963	1,05,390	0·08	41,66,535	—40,61,145	77	94·78
1905	12,78,37,542	34,14,295	1,25,615	0·10	42,61,306	—41,35,691	88	94·68
1906	13,25,20,704	42,20,064	4,27,858	0·32	44,58,917	—40,26,059	104	89·86

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$. **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*concld.*

Statistics of working—*concld.*

Noakhali (Bengal) railway (3′ 3⅜″ gauge)—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Rebate from Assam-Bengal railway.	Total income.	Per cent. of total income on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903 . . .	21,04,827	30,099	2,409	0·11	23,389	25,798	1·23	30	92·00
1904 . . .	21,59,851	55,840	—3,232	...	50,775	47,543	2·20	31	105·79
1905 . . .	21,35,628	68,493	1,666	0·08	56,055	57,721	2·71	38	97·57
1906 . . .		Amalgamated with the Assam-Bengal railway.							

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—**

Chairman.—Colonel T. Gracey, R.E., C.S.I.

Managing Director.—Alexander Izat, Esq., C.I.E., M. Inst. C. E.

Offices.—237, Gresham House, Old Broad Street, London, E. C.

Lines comprising the system—The Bengal and North-Western railway system is made up of—

	Open line.	Under construction, or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)	932·18	142·46	1,074·64
(*b*) Tirhoot railway (3′ 3⅜″ gauge)	614·30	164·06	778·36
Total .	1,546·48	306·52	1,853·00

Running powers—

Home line over Foreign lines—

		Miles.
Cawnpore to Aishbagh, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand (State) railway	for passenger and goods trains.	45·03
Aishbagh to Daliganj, Lucknow-Bareilly railway		3·40
Daliganj to Burhwal, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand (State) railway		34·57
Benares Cantonment to Benares City, Oudh and Rohilkhand (State) railway		1·81
	Total ...	84·81

12 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—

Details of construction—

The total open mileage of the railway is 932·18 miles.

This may be divided into (1) main line (Sonepore to Ajodhya) 237·09 miles; (2) loop line (Sonepore to Bunwarchak) 9·34 miles; and (3) branches, 685·75 miles. The construction of the main line was sanctioned in 1882 and it was opened through in 1885.

Besides the above there were 82·67 miles under construction, *viz.*, Dharonda to Maharajganj, 3·90 miles, Gorakhpur to Bagaha, 60·94 miles, and Savan to Thawe, 17·83 miles; and 59·79 miles, Burhwal to Sitapur, sanctioned for construction but not commenced.

Permanent-way.—The main line between Sonepore and Burhwal is laid with 50-lb. steel rails on sâl sleepers. The rest of the line north of the Gogra is laid with 41¼-lb. steel rails mostly on sâl sleepers. The Ganges-Gogra Doab lines are laid with 50-lb. steel rails on sâl sleepers with the exception of the Mau-Aunrihar section which is laid with 41¼-lb. steel rails.

Ballast.—The whole line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced.

Curves.—The sharpest curve is of 900 feet radius.

Gradients.—The ruling gradient is 1 in 300. On the various ghat lines the gradients are steeper.

Terms of contracts—

The Bengal and North-Western and Tirhoot railways are worked under the following contracts:—

Contracts of—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886.—Contract modifying that of 1882.

19th December 1894.—Contract, supplemental to those of 1882 and 1886, providing for the Revelganj, Bahramghat, Burhwal, Tulsipur, Katarnian Ghat and Turtipur branches of the Company's railway, and for the exercise of running powers over the Cawnpore-Burhwal (3′ 3⅜″ gauge) link.

23rd July 1896.—Contract, supplemental to those of 1882, 1886 and 1894, providing for the Ganges-Gogra Doab lines of the Company's railway, known as the Ganges-Gogra Doab contract.

15th January 1903.—Supplemental contract for the Ghazipur-Ballia, Azamgarh-Shahganj and Aunrihar-Jaunpur lines.

24th April 1903.—Supplemental contract regarding rate of exchange.

14th December 1905.—Contract, supplemental to that of 1882, regarding the date on which the Secretary of State may exercise his right to purchase the Company's line and the period at which he may fix the purchase price, and revising the terms on which the Tirhoot railway will continue to be worked by the Bengal and North Western Railway Company after the expiration, on the 31st December 1904, of the contract of 1890.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head } 12}{\text{Sub-heads } (a) \& (b)}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

12 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions of the contracts are as follows :—

Government aid.—Land alone was provided free.

Currency of contracts.—(1) *Bengal and North-Western railway contracts.*—The contracts of 1882, 1886 and 1894, *viz.*, those for the working of the Bengal and North-Western railway proper, terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling-stock, movable machinery, stores, etc. Government may, however, determine the contract on the 31st December 1912 or on the 31st December 1932, on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent. to which Government *would have been* entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, on six months' notice, if the Company fails to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of line and fixed machinery and plant, less value of latter treated as a reversionary sum absolutely payable on the 31st December 1981.

(2) *Ganges-Gogra Doab contract.*—The contract of 1896, *viz.*, that covering the Ganges-Gogra Doab lines, runs concurrently with those of 1882, 1886 and 1894, as does also the supplemental contract of 1903 ; but, in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line, as shown in sterling, appearing in the capital account.

NOTE.—Government relinquished their right to acquire the Company's line on the 31st December 1912, on the condition that they shall have the power to fix in 1912 the purchase price of the Bengal and North-Western railway and to purchase the line at that price on the 31st December 1932.

(3) *Tirhoot railway contract.*—The contract of 1890, for working the Tirhoot railway, terminated on the 31st December 1904, and the revised contract under which the railway continues to be worked by the Company came into force on and from the 1st January 1905 and is current until the 31st December 1932, subject to the proviso that the Secretary of State may, if he should think it desirable, terminate it in 1919 or modify it at that date in such manner as he may think fit.

Power of Company to surrender contracts.—Nil.

Terms of working.—The gross earnings of the State and Company's sections to be kept entirely separate.

All charges for maintenance of way, works and stations, other than those for general supervision, to be allocated to each section on the basis of actual outlay on that section, all other working expenses being divided between the two sections in proportion to the gross earnings of each.

4 per cent. on respective outlay on "rolling stock," "steamers, barges and landing stages," "stores," "station, station machinery and staff quarters at Sonepore" for "joint use," and future expenditure on "workshops," to be charged to working expenses in addition to ordinary working expenses and contribution to Provident Fund, for apportionment to the State and Company's sections, in the ratio of their respective gross earnings. This amount of interest to be credited to the respective Revenue Accounts in the ratio of contributions of capital to the joint accounts.

Government to first receive out of the Tirhoot railway net earnings of each year 5 per cent. on all capital expended on the Tirhoot line open for traffic, including expenditure subsequent to 31st December 1904.

The residue of net earnings to be dealt with as follows :—

(*a*) if the residue does not exceed ten lakhs, $\frac{4}{5}$ths to Government and $\frac{1}{5}$th to the Company ;

(*b*) if the residue exceeds 10 lakhs, the sum of 10 lakhs shall be divided as in condition (*a*) and the excess over 10 lakhs shall belong $\frac{14}{15}$ths to Government and $\frac{1}{15}$th to the Company.

Rates and fares.—On the Company's section the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section certain maxima and minima have been fixed, within which the Company is permitted to vary rates.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Payments received for working the Tirhoot Railway.	Total income.	Percentage on capital outlay.	Table II. Including the Tirhoot railway from 1890. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
1884	1,52,47,428	77,670	Information not available.	Information not available.	−26,221	...	29	133·76
1885	2,01,86,980	12,05,320			6,10,799	3·03	72	49·32
1886	2,36,16,102	18,51,074			8,09,189	3·43	106	56·36
1887	2,56,22,684	19,44,002			8,37,004	3·27	90	56·94
1888	2,61,51,593	22,09,543			9,88,844	3·78	102	55·25
1889	2,63,41,872	22,11,824			10,53,964	4·00	103	52·35
1890	2,57,94,904	22,18,615			12,32,397	4·26	121	44·08
1891	2,76,68,842	24,76,909	15,54,509	69,484	16,20,993	5·87	121	40·04
1892	2,83,88,821	29,39,077	16,34,194	67,060	17,01,254	5·99	120	41·12
1893	2,84,84,234	26,14,546	15,81,860	66,842	16,48,702	5·79	122	43·20
1894	2,87,24,887	26,17,242	16,95,265	72,358	17,67,623	6·15	130	41·79
1895	3,12,95,704	25,71,036	16,82,766	72,909	17,55,675	5·61	133	42·45
1896	3,43,36,114	26,26,033	16,70,172	71,614	17,41,786	5·07	134	43·97
1897	4,10,32,207	27,55,718	17,24,277	74,905	17,99,182	4·38	128	43·78
1898	4,66,78,822	33,31,890	19,74,920	75,885	20,50,805	4·39	129	43·37
1899	5,16,06,763	43,44,861	26,70,911	61,940	27,32,851	5·30	131	46·67
1900	5,24,73,019	44,56,593	24,79,433	49,563	25,28,996	4·82	128	49·56
1901	5,50,91,880	53,66,794	30,97,372	76,853	31,74,225	5·76	140	44·51
1902	5,84,82,525	55,60,238	29,72,183	76,671	30,40,854	5·91	154	46·32
1903	6,21,09,547	61,98,433	38,53,972	1,04,369	39,58,341	6·47	161	40·64
1904	6,43,92,183	67,16,933	43,28,496	1,16,834	44,45,330	6·90	168	39·68
1905	6,77,55,566	61,79,116	34,72,017	1,69,446	36,41,463	5·37	151	43·11
1906	7,13,65,623	77,02,976	40,92,699	1,92,032	42,84,731	6·00	168	47·39

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads } (a) \& (b)}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*concld.***

12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of this railway is 614·30 miles, consisting of (1) main line (Semaria Ghat to Bettiah and Samastipur to Khanwa Ghat), 242·58 miles, and (2) branches, 371·72 miles. Of the above 9·47 miles are double line. First sanction to the construction of the main line was accorded in 1874 and it was opened throughout in 1890. There were in addition 164·06 miles under construction.

Permanent-way.—The following types of rails are in use :—50-lb. flat-footed steel, 41¼-lb. flat-footed steel and 60-lb. iron. The sleepers are of sâl, pyinkado, jarrah and cast iron of Denham-Olpherts' pattern.

Ballast.—The line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 300, except between Samastipur and Khanwa Ghat on which 3·42 miles are on a gradient of 1 in 200. On various river ghat lines the gradients are steeper.

Terms of contracts—See under Bengal and North-Western railway proper, 12 (*a*).

Statistics of working—

Table I.									Table II.		
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Payment made to the Bengal and North-Western Railway Company for working the line.	Total income.	Percentage of total income on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1875	...	...			...	...	...	...	39	107·62	
1876	...	...			...	...	...	...	71	68·67	
1877	...	...			...	...	...	...	77	69·85	
1878	...	...			...	...	...	...	103	75·34	
1879	53,38,320	4,58,733			1,07,819	2·02	2,37,411	—1,29,592	113	76·49	
1880	56,13,274	5,51,088			2,33,682	4·16	2,50,659	—16,997	102	56·40	
1881	72,02,917	5,84,255			2,36,200	3·28	2,67,245	—31,045	110	59·57	
1882	1,07,92,877	6,60,022			2,54,047	2·36	3,86,612	—1,32,565	136	61·50	
1883	1,32,33,024	8,92,441			2,59,705	1·96	4,99,014	—2,39,309	103	70·90	
1884	1,48,64,982	11,90,073			2,66,582	1·79	5,74,369	—3,07,787	105	77·60	
1885	1,44,47,916	12,78,634			3,59,269	2·49	5,86,195	—2,26,926	98	71·90	
1886	1,54,33,549	14,98,633			5,01,193	3·25	6,30,944	—1,29,755	109	66·56	
1887	1,97,40,105	17,22,935			6,95,725	3·52	7,79,801	—84,076	122	59·62	
1888	2,07,78,252	18,07,283			7,98,875	3·85	8,17,485	—18,610	123	55·80	
1889	2,12,28,094	18,96,674			9,78,246	4·61	8,41,932	+1,36,314	122	48·42	
									Included with Bengal and North-Western railway.		
1890	2,29,94,165	23,92,977			13,21,797	5·75	9,14,207	+4,07,590	...	...	
1891	2,34,99,148	24,89,379	14,23,332	69,484	13,58,948	5·76	9,34,385	+4,19,463	...	...	
1892	2,45,25,804	21,94,882	13,82,875	67,060	13,15,315	5·41	9,50,025	+3,65,790	...	...	
1893	2,49,08,813	26,81,190	14,09,975	66,842	13,43,133	5·39	10,01,205	+3,41,928	...	...	
1894	2,50,66,061	29,42,505	15,35,581	72,358	14,63,223	5·85	9,98,388	+4,64,835	...	...	
1895	2,56,02,032	30,89,644	15,61,276	72,909	14,88,367	5·81	10,18,013	+4,70,354	...	...	
1896	2,60,38,655	31,61,172	15,56,944	71,614	14,85,330	5·70	10,27,821	+4,57,509	...	...	
1897	3,11,00,998	32,88,109	16,29,812	74,905	15,54,907	5·00	10,38,630	+5,16,277	...	...	
1898	3,46,13,176	31,41,140	16,67,068	75,885	15,91,188	4·59	13,18,764	+2,72,419	...	...	
1899	3,50,27,533	34,24,808	14,42,101	61,940	13,80,161	3·63	14,62,603	— 82,442	...	...	
1900	4,30,15,249	36,47,197	15,66,418	49,563	15,16,850	3·53	16,19,231	—1,02,381	...	...	
1901	4,61,91,293	43,16,760	22,75,660	76,853	21,98,807	4·76	17,67,799	+4,31,008	...	...	
1902	4,91,41,200	45,50,632	24,55,201	76,671	23,78,530	4·84	18,77,205	+5,01,325	...	...	Includes Sagauli-Raxaul branch from 11th April 1904.
1903	5,08 63,468	56,72,952	31,92,619	1,04,369	30,88,250	6·07	19,86,515	+11,01,735	...	...	
1904	5,64,95,579	62,63,114	34,98.567	1,16,884	33,81,733	5·99	21,48,021	+12,33,712	...	...	
1905	6,21,36,962	61,81,754	35,37,423	1,69,446	33,87,977	5·45	23,54,563	+10,33,414	...	...	
1906	6,73,40,339	66,80,324	38,97,310	1,92,032	37,05,278	5·50	25,50,434	+11,54,844	...	...	

Sagauli-Raxaul branch, before it was purchased by the State.

Table I.					Table II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1896	1,26,044	...	...	...	...	...
1897	6,68,783	...	...	...	...	...
1898	8,07,550	...	...	...	...	...
1899	10,81,740	5,433	Credited to interest on capital.	...	30	40·00
1900	12,12,073	25,830		...	30	52·62
1901	10,67,014	37,182	13,593	1·27	40	63·44
1902	11,73,421	39,296	18,638	1·74	42	52·57
1903	11,16,252	43,309	18,571	1·66	51	57·61
1904 (up to 10th April)	11,16,252 Amalgamated	18,740 with the Tirhoot railway from	10,114	0·91	74	46·03

11th April 1904.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM—**

Chairman—Colonel A. J. Filgate, R.E.

Secretary—H. Rendel, Esq.

Offices—271 Winchester House, 50, Old Broad Street, London, E. C.

Lines comprising the system—The Bengal Dooars railway system is made up of—

	Open line. Miles.
(*a*) Bengal Dooars railway (3′ 3⅜″ gauge)	36·40
(*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)	116·56
Total	152·9

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

13 (*a*) Bengal Dooars railway proper (3′ 3⅜″ gauge)—

Details of construction—

The total length of open mileage is 36·40 miles, divided into main line (East Bank Teesta to Dam Dim), 31 miles, and branch, 5·40 miles. Construction was sanctioned in 1891 and the line was opened through in 1893.

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel rails on sál sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,432·50 feet radius.

Gradients.—The ruling gradient is 1 in 166.

Terms of contracts—

The Bengal Dooars railway and the extensions are worked under the following contracts:—

Contracts of—27th April 1891.—Bengal Dooars railway principal contract.

2nd March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1898 and 1900 (extending period for completion of Mal-Madarihat extension).

The general conditions of the contracts are as follows:—

Government aid.—Land free of cost from Government; and, from the District Board of Jalpaiguri, an annual subsidy of such amount not exceeding Rs. 4,000 per annum as may be required to make up the net profits of the undertaking to five per cent. per annum on the capital outlay.

Currency of contracts.—On the 31st December 1919, and thereafter at intervals of seven years, Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company in the case of the Bengal Dooars railway of one and two-fifths of the invested capital and capital liabilities, and in the case of the extensions of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent. the capital expenditure and capital liabilities of the Company and not less than the capital expended and the capital liabilities. If, at any period, the Bengal Dooars railway or the extensions should not be worked for six consecutive months, the Company can also be called upon to surrender the line and extensions on receipt of the actual sum expended up to the date of notice.

Terms of working.—If worked by the Company the whole of the profits go to the Company. If worked by the Eastern Bengal (State) railway the Secretary of State retains in each half-year 40 per cent. of the gross earnings, the remaining 60 per cent. being paid to the Company after deduction of the income-tax payable to Government.

Rates and fares—

Bengal Dooars railway and extensions from Mal to Madarihat and Dam Dim to Bagrakote—

Certain maxima and minima have been fixed subject to alteration from time to time. If the gross receipts reach 12 per cent. on the capital, Government may reduce maxima to the extent of 25 per cent., except in the case of certain special rates.

Extension from Barnes Junction to Lalmanirhat—

Certain maxima and minima have been fixed within which rates may be varied.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads } (a) \text{ and } (b)}$. **BENGAL DOOARS RAILWAY SYSTEM—*concld.***

13 (*a*) Bengal Dooars railway proper (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Subsidy from District Board.	Total income.	Percentage of total income on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891	16,479	...	...	...	...	...	...	...	...
1892	12,67,626	...	...	...	...	...	...	...	...
1893	18,49,091	1,14,812	57,639	3·12	...	57,639	3·12	69	49·80
1894	22,84,224	2,05,286	1,04,291	4·57	4,000	1,08,291	4·74	109	49·20
1895	23,26,476	3,53,537	1,27,458	5·48	4,000	1,31,458	5·65	125	49·73
1896	24,33,213	2,70,450	1,31,813	5·42	...	1,31,813	5·42	136	61·26
1897	26,50,713	2,86,407	1,45,289	5·48	...	1,45,289	5·48	145	49·27
1898	26,68,050	2,69,089	1,10,620	4·15	4,000	1,14,620	4·30	135	57·40
1899	26,26,748	2,73,037	1,18,416	4·51	...	1,18,416	4·51	137	55·41
1900	26,42,695	3,32,739	1,89,461	7·17	...	1,89,461	7·17	168	43·06
1901	26,44,873	3,10,920	1,76,399	6·67	...	1,76,399	6·67	156	43·27
1902	26,50,627	2,73,340	1,71,455	6·47	...	1,71,455	6·47	144	37·27
1903	26,95,547	3,09,965	2,23,786	8·30	...	2,23,786	8·30	156	27·80
1904	26,64,642	3,46,277	2,56,651	9·63	...	2,56,651	9·63	175	25·88
1905	27,26,891	3,70,343	2,49,598	9·15	...	2,49,598	9·15	196	32·60
1906	27,33,098	4,08,623	2,96,703	10·86	...	2,96,703	10·86	216	27·38

13 (*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)—

Details of construction—

The total open mileage of the extensions is 116·56 miles, comprised of (1) Eastern extension (Mal to Madarihat), 44 miles, (2) Southern extension (Barnes junction to Lalmanirhat), 65·80 miles, and (3) Western extension (Dam Dim to Bagrakote), 6·76 miles. The construction of the extensions was sanctioned in 1898 and they were opened in 1903, 1900 and 1902, respectively.

Permanent-way.—The line has been laid with 41½-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Terms of contracts.—See under Bengal Dooars railway proper, 13 (*a*).

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1897	72,151	...	...	...	...	...
1898	4,03,611	...	...	...	...	...
1899	26,75,455	...	...	...	...	...
1900	47,11,632	16,191	5,015	0·11	13	72·31
1901	62,26,567	1,76,399	68,937	1·11	47	69·92
1902	72,66,166	2,53,634	86,266	1·19	62	65·99
1903	79,30,172	3,47,832	1,05,916	1·34	71	69·55
1904	84,97,571	4,15,179	1,08,680	1·28	68	73·85
1905	87,93,080	5,12,343	1,97,324	2·25	85	61·39
1906	89,99,516	5,33,852	2,91,256	3·23	96	50·11

Number $\frac{\text{Main head 14}}{\text{Sub-heads } (a) \text{ to } (d)}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—**

Lines comprising the system.—The Bhavnagar-Gondal-Junagad-Porbandar railway system is made up of—

		Open line. Miles.
(*a*) Bhavnagar-Gondal-Junagad-Porbandar railway	(3′ 3⅜″ gauge)	334·19
(*b*) Dhrangadra railway	(3′ 3⅜″ gauge)	20·83
(*c*) Jamnagar railway	(3′ 3⅜″ gauge)	54·22
(*d*) Jetalsar-Rajkot railway	(3′ 3⅜″ gauge)	46·21
	Total	455·45

14 (*a*) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3′ 3⅜″ gauge)—

This line was constructed by Government agency, and is owned and worked by the Native States after which it is named.

Details of construction—

The line is 334·19 miles long. It consists of the following sections, (1) Bhavnagar to Wadhwan, 105·03 miles, (2) Dhola to Porbandar Bandar, 159·51 miles, and (3) Jetalsar to Veraval Bandar, 69·65 miles. Sanction to the construction of the first section was given in 1879, to the second section in 1879 and 1888, and they were opened through in 1880 and 1889, respectively. The third section was sanctioned in 1886 and opened through in 1890.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) to (d)}}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.***

14 (a) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine and deodar sleepers, except on the Dhoraji-Porbandar section, where the rails are laid on steel pea-pod sleepers.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan which is ballasted with kunkur.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the Jetalsar-Veraval section, where it is 1 in 150.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of—28th November 1896, having effect from the 1st January 1897 (between the several proprietary States) for management and working by a Board of Control.

The general conditions of the agreement are as follows:—

Government aid.—Nil.

Terms of agreement.—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President, and one nominee from each of the proprietary States of Bhavnagar, Gondal, Junagad and Porbandar. The existing lines owned by those States are separately and entirely described as the "Integral railways," and their combination is termed the "Open system." The decisions of the Board of Control are based on the majority of "Members' single votes" and "Proprietary votes" recorded. "Members' single votes" prevail at special meetings, where each member has one vote; while "Proprietary votes," *i.e.*, votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.

Currency of agreement.—The term of the agreement is from the 1st January 1897 to the 31st December 1900. Until a new agreement is adopted the terms of this agreement remain in force.

Power of Board to determine agreement.—By unanimous vote the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution; no changes can otherwise be made until expiry of three months from date of passing such resolution. Any proprietary State can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

Terms of working.—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the capital and revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways as may require apportionment is divisible as prescribed in Appendix A to the agreement. The Bhavnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, and is secured against all such disbursements by the payment into the Bhavnagar State Treasury of all receipts of the entire open system. All funds for major capital works are provided by the integral railway concerned, or by special arrangement with the Bhavnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7½ per cent. interest on the paid-up value of all property in occupancy for open system purposes, to compensation for losses for works and buildings falling into disuse and to 7½ per cent. per annum for any additional accommodation required by the open system.

Rates and fares.—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway: provided that such alteration be not prejudicial to the interests of any other integral railway.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1879	4,80,177	...	...	...	...	...
1880	49,19,304	...	...	...	...	...
1881	74,46,353	6,88,385	2,31,706	3·11	78	70·18
1882	86,75,711	8,76,836	3,54,648	4·09	87	59·55
1883	90,42,232	8,94,179	3,26,513	3·61	89	63·47
1884	92,92,040	10,92,312	4,98,107	5·36	109	54·96
1885	96,25,031	10,04,660	3,91,247	4·07	98	59·55
1886	98,57,553	9,65,379	4,15,149	4·21	96	57·00
1887	1,08,28,023	9,80,827	4,42,103	4·08	98	54·93
1888	1,30,68,663	11,20,260	5,06,545	3·88	109	50·58
1889	1,62,60,477	13,80,417	7,04,177	4·33	97	56·55
1890	1,68,42,051	15,71,788	6,00,267	3·56	91	61·81
1891	1,71,24,771	14,77,263	4,75,786	2·78	85	67·79
1892	1,72,52,030	15,78,178	4,37,676	2·54	91	72·25
1893	1,72,28,860	20,63,104	8,88,708	5·16	119	56·92
1894	1,73,65,592	18,40,287	7,91,385	4·56	106	49·61
1895	1,76,00,032	19,52,221	8,21,220	4·67	113	57·93
1896	1,75,63,395	19,80,878	9,89,274	5·63	114	50·06
1897	1,76,53,652	18,21,640	8,19,051	4·64	105	55·04
1898	1,78,56,546	16,98,657	7,09,781	3·98	97	58·22
1899	1,79,56,272	18,53,483	9,26,935	5·16	107	49·99
1900	1,80,00,616	19,53,865	10,10,773	5·62	113	48·27
1901	1,80,96,671	15,37,878	6,80,089	3·76	89	55·76
1902	1,80,67,538	13,71,837	5,66,342	3·13	79	58·72
1903	1,81,53,314	16,04,638	8,36,670	4·61	92	47·86
1904	1,80,44,250	18,60,565	10,39,916	5·76	107	44·11
1905	1,80,09,429	18,51,324	9,90,981	5·50	106	46·47
1906	1,81,74,947	19,57,290	11,07,581	6·09	113	43·41

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APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) to (d)}}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.***

14 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—

This line was constructed for the Dhrangadra State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

The line is 20·83 miles long and connects Wadhwan with Dhrangadra. Its construction was sanctioned in 1897 and it was opened in 1898.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast used is of broken sand-stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,400 feet radius.

Gradients.—The ruling gradient is 1 in 175.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are as follows :—

Government aid.—Nil.

Currency of agreement.—The agreement shall hold good so long as the working agreement of the Bhavnagar-Gondal-Junagad-Porbandar railway, dated the 28th November 1896, is in force.

Terms of working.—Forty per cent. of gross earnings (subject to a biennial revision) *plus* 5 per cent. for hire of rolling stock and in addition, actual expenditure on the maintenance of Way, Works and Stations.

Rates and fares.—The same rates and fares as are applicable to the Bhavnagar-Gondal-Junagad-Porbandar railway.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses t earnings.
	Rs.	Rs.	Rs.		Rs.	
1897	5,880	...	...	...	...	...
1898	5,93,589	23,395	10,617	1·79	37	54·62
1899	6,06,104	63,876	20,978	3·46	59	67·16
1900	5,86,534	57,366	18,984	3·24	53	66·91
1901	5,86,100	46,196	11,765	2·01	43	74·53
1902	5,85,911	37,731	8,075	1·38	35	78·60
1903	5,86,638	43,058	11,713	1·99	40	72·80
1904	5,87,116	47,516	15,446	2·63	44	67·49
1905	5,86,695	49,042	13,375	2·28	45	72·73
1906	5,86,791	65,121	25,707	4·33	60	60·52

14 (*c*) Jamnagar railway (3′ 3⅜″ gauge)—

This line was constructed for the Navanagar State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

The railway is 54·22 miles long and connects Rajkot with Bedi Bandar. Its construction was sanctioned in 1893 and it was opened in 1897.

Permanent-way.—The permanent-way consists of 41¼-lb. float-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway, [14) (*b*)] except as follows :—

Terms of working.—*Forty per cent. of gross earnings (subject to a biennial revision), *plus* actual expenditure on the maintenance of way, works and stations; the locomotives and rolling stock being supplied by the proprietary State.

*Reduced with effect from the 1st July 1906 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) to (d)}}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM**—*concld.*

14 (c) Jamnagar railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Per cent. on capital outlay.	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1894	17,000	...	...	...	...	...
1895	62,956	...	...	...	...	...
1896	14,91,727	...	...	...	...	...
1897	22,50,538	84,476	28,954	1·29	41	65·73
1898	23,18,496	1,02,945	31,782	1·37	36	69·12
1899	25,08,558	1,26,323	51,540	2·23	45	59·20
1900	25,09,481	1,49,153	59,540	2·58	53	60·09
1901	23,09,969	1,36,314	51,401	2·23	48	62·29
1902	23,58,210	1,81,104	53,751	2·28	46	59·00
1903	23,58,338	1,39,756	60,122	2·55	50	56·98
1904	23 27,281	1,41,030	56,721	2·44	50	59·78
1905	23,27,105	1,48,341	62,008	2·66	53	58·20
1906	23,26,826	1,51,335	60,076	2·58	54	60·30

14 (d) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—

This line was constructed for the Jetalsar-Rajkot Railway Syndicate by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Detail of construction—

This line is 46·21 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine sleepers, except for five miles where the rails are laid on steel trough sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except between Rajkot Para and Rajkot Junction.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an agreement—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway [14 (*b*)] except as follows :—

Terms of working.—* Forty per cent. of gross earnings (subject to a biennial revision), *plus* actual expenditure on maintenance of way, works and stations; the locomotives and rolling stock to be† supplied by the Proprietary State.

* Reduced with effect from 1st January 1907 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50.

† The Proprietary State not having supplied the locomotives and rolling stock a further deduction of 5 per cent. from gross earnings is made as hire for stock.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Per cent on capital outlay.	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
	Rs	Rs.	Rs.		Rs.	
1892	7,89,792	...	...	...	...	...
1893	14,35,593	1,03,096	50,896	3·55	59	50·59
1894	14,99,605	1,55,556	61,152	4·08	65	60·68
1895	15,03,585	1,83,388	77,448	5·15	76	57·76
1896	15,29,265	1,97,116	84,238	5·51	82	57·26
1897	15,47,463	2,05,153	84,720	5·47	85	58·72
1898	15,78,017	1,78,941	76,057	4·82	74	57·50
1899	15,83,208	1,98,927	78,726	4·97	83	60·43
1900	15,74,082	2,02,718	86,214	5·43	84	57·47
1901	15,74,033	1,76,388	67,251	4·27	73	61 87
1902	15,78,593	1,44,817	54 485	3·45	60	62·25
1903	15,78,658	1,66,404	63,230	4·01	69	62·00
1904	15,7-,655	1,68,439	69,248	4·39	73	63·25
1905	15,80,207	1,91,155	74,8 2	4·74	80	60·83
1906	15,82,472	1,83 261	65,653	4·15	76	61 19

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) \& (b)}}$. **BURMA RAILWAYS SYSTEM—**

Chairman.—Sir Auckland Colvin, K.C.S.I., K.C.M.G., C.I.E.
Managing Director.—Lieutenant-Colonel Alfred Glynn Begbie, R.E.
Offices.—199, Gresham House, Old Broad Street, London.

Lines comprising the system.—The Burma railways system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Burma railways (3′ 3½″ gauge)	1,340·15	72·95	1,413·10
(*b*) Burma railways extensions (3′ 3½″ gauge)	—	186·93	186·93
Total	1,340·15	259·88	1,600·03

15 (*a*) Burma railways proper (3′ 3½″ gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3′ 3½″ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Mogaung, with an extension to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

Details of construction—

The open mileage of the Burma railways, 1,340·15 miles, consists of (1) *Main line section*, main line (Rangoon to Mandalay), 386 miles, branches, 81·60 miles; (2) *Irrawaddy section* (Rangoon to Prome), 161 miles; (3) *Mu Valley section*, main line (Sagaing to Myitkyina), 331·29 miles; branches, 91·46 miles; (4) *Mandalay-Kunlong section* (Myohaung to Lashio), 177·84 miles, and (5) *Bassein-Henzada-Letpadan section*, 110·96 miles. Of the above 23·80 miles are double line.

First sanction to the construction was given in 1874; and the first three sections were opened through in 1889, 1877 and 1898, respectively, and the last two sections in 1903.

Besides the above 72·95 miles were sanctioned for construction, *viz.*, (1) from Thamaing to Malagaon, 6·70 miles, and (2) from Neikban to Begayet, 66·25 miles. Work on (1) has not yet been commenced while that on (2) has been suspended.

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 41½-lb. flat-footed steel. The sleepers throughout are generally of teak, pyinma and pyinkado, the last named largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, the Irrawaddy line and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at a few stations. The Mandalay-Kunlong section is unfenced.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Meiktila-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch of 337 feet; on the Mu Valley line, the Katha branch and the Nankan-Mohnyin section of 573 feet.

Gradients.—The ruling gradient on the main line is 1 in 200, uncompensated; on the Lashio branch it is 1 in 25, compensated; on the Mu Valley line 1 in 60, uncompensated; on the Myingyan branch, 1 in 100, uncompensated; on the Sagaing-Alon branch, 1 in 150, uncompensated, and on the Katha branch, 1 in 50, compensated.

Terms of contract—

The railways are worked under the following contract:—

Contract of—9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer and management.

The general conditions of the contract are as follows:—

Government aid.—Interest is guaranteed at 2½ per cent. on the Company's share capital. Land was provided free.

Currency of contract.—Government may determine the contract, after giving six months' notice, if the Company fails to perform its obligations, or if the undertaking be, in the opinion of the Secretary of State, in course of gross mismanagement by the Company, or if it be worked at a loss for three consecutive half-years. Government may also determine the contract on the 31st December 1921, or at the end of any succeeding tenth year, by giving twelve months' previous notice. On the determination of the contract from any cause the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor Work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net receipts in each half-year are to be applied in payment to Government of—

(1) the equivalent of the interest paid for the half-year on any debentures issued by the Company;

(2) the equivalent of the guaranteed interest at 2½ per cent. per annum on the Company's capital of £2,000,000, and of the interest payable on any additional share capital raised by the Company;

(3) the equivalent of interest at 2½ per cent. per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government.

After payment of the interest above-mentioned, any surplus which may remain unpaid in a year ending on the 30th June to be divided between Government and the Company in the proportion of four-fifths to the former and one-fifth to the latter.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) and (b)}}$. **BURMA RAILWAYS SYSTEM**—*concld.*

15. (*a*) Burma railways proper (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I.							Table II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings.*	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1877	...	...	...	...	...	...	...	61	129·36
1878	...	...	...	...	...	...	...	115	93·03
1879	1,22,86,597	9,55,913	1,41,743	1·14	5,47,438	...	—4,05,695	114	85·17
1880	1,25,87,349	13,22,710	5,21,085	4·14	5,62,331	...	—41,246	158	60·60
1881	1,36,51,992	15,43,622	6,45,077	4·73	5,86,210	...	+58,867	184	58·21
1882	1,78,39,222	15,75,691	6,30,430	3·53	6,23,969	...	+6,461	188	59·99
1883	2,19,77,689	15,62,886	5,60,766	2·55	7,46,068	...	—1,85,302	187	64·66
1884	2,56,37,089	21,05,421	8,21,936	3·21	9,69,215	...	—1,47,279	181	60·96
1885	2,72,35,343	21,63,656	4,73,123	1·73	10,61,184	...	—5,88,061	143	78·13
1886	2,88,52,604	26,57,955	9,41,149	3·26	12,64,242	...	—3,23,093	156	64·51
1887	3,66,52,647	33,24,263	15,58,803	4·25	13,15,249	...	+2,43,054	192	53·12
1888	4,33,75,677	33,76,216	12,71,960	2·63	18,18,560	...	—5,46,600	171	62·33
1889	5,12,49,158	46,90,253	15,73,552	3·07	20,17,224	...	—4,43,672	169	66·45
1890	5,56,22,296	54,71,432	23,48,191	4·22	21,35,308	...	+2,12,883	210	57·08
1891	6,08,31,289	58,55,197	23,71,392	3·90	23,23,287	...	+48,105	199	59·50
1892	6,64,02,875	71,00,618	33,96,038	5·10	24,30,221	...	+8,95,817	237	52·31
1893	7,03,47,005	67,22,506	22,42,492	3·19	27,19,995	...	—4,77,503	178	66·64
1894	7,37,14,721	62,87,354	23,23,328	3·15	28,94,375	...	—5,71,047	164	63·05
1895	7,57,29,659	67,11,062	27,02,356	3·57	30,01,163	...	—2,98,807	169	59·73
1896	8,13,44,229	76,08,558	29,85,751	3·67	34,43,442	...	—4,57,691	167	60·76
1897	8,73,31,890	86,76,403	38,82,673	4·45	38,31,674	1,62,877	—1,11,878	188	55·25
1898	9,24,93,509	89,91,451	37,88,523	4·10	39,49,899	1,61,076	—3,22,452	184	57·87
1899	10,11,17,647	88,25,724	35,78,407	3·54	38,35,209	1,24,994	—3,81,796	179	59·45
1900	11,33,96,635	1,10,29,947	48,94,824	4·43	38,49,026	3,47,606	+6,98,192	195	55·62
1901	11,99,22,408	1,18,85,329	49,89,656	4·16	40,41,108	4,42,439	+5,06,109	197	58·02
1902	12,70,23,590	1,25,02,671	52,72,683	4·66	43,94,823	4,69,365	+4,08,495	203	57·83
1903	13,01,30,277	1,36,14,478	52,19,322	4·01	44,06,500	4,32,246	+3,80,576	197	61·65
1904	13,38 28,678	1,51,02,418	65,70,260	4·92	44,71,268	5,92,997	+15,06,495	216	56·49
1905	13,55,91,056	1,57,75,957	61,81,063	4·56	45,35,974	6,77,542	+ 9,67,547	226	60·82
1906	13,97,87,368	1,57,32,205	58,61,913	4·19	46,13,499	5,66,021	+6,82,393	225	62·74

15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—

Details of construction—

There are two lines under construction, *viz.*, (1) Pegu to Martaban, 121·27 miles, which was sanctioned in 1903; and (2) Henzada to Kyangin, 65·66 miles, sanctioned in 1904.

Number $\frac{\text{Main head 16}}{\text{Sub-head (a)}}$. **DEOGHUR RAILWAY** (3′ 3⅜″ gauge)—

Details of construction—

This line connects Deoghur with Baidyanath, a station on the East Indian Railway, and is 4·79 miles long. It was sanctioned in 1881 and opened in 1882.

Permanent-way.—The permanent-way is laid with 36-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 2,640 feet.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following contract:—

Contract of—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—Land was provided free of charge.

Terms of contract.—Messrs. Burn & Co. constructed the railway with capital raised locally and without any guarantee.

Currency of contract.—If the Company fails to perform its obligations Government may after giving six months' notice, determine the contract, and take over the railway at a valuation based on the earnings of the two years immediately preceding. Government may also, after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice, determine the contract and take the railway over at a valuation calculated at the average market rate of the shares during the previous three years, giving the Company in addition a bonus not exceeding 20 per cent. of the value so arrived at.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

* Based on actual receipts and payments during the year.

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History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 16, Sub-head (a) **DEOGHUR RAILWAY** (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1883	2,73,331	19,639	6,242	2·28	79	68·00
1884	2,75,000	23,735	10,704	3·90	83	54·90
1885	2,75,000	23,987	9,908	3·60	88	58·69
1886	2,75,042	25,017	11,743	4·27	100	53·06
1887	2,75,043	24,532	12,108	4·40	98	50·64
1888	2,81,180	25,812	11,521	4·10	104	55·37
1889	2,82,276	28,538	12,695	4·49	115	55·51
1890	2,82,616	26,095	10,915	3·86	105	58·17
1891	2,82,752	31,165	15,429	5·46	125	50·49
1892	2,88,329	26,964	9,707	3·37	108	64·00
1893	2,87,364	37,809	19,103	6·65	152	49·47
1894	2,87,526	29,425	9,659	3·36	118	67·17
1895	2,88,086	32,611	15,308	5·31	130	54·46
1896	2,87,797	30,014	11,493	4·00	120	61·69
1897	2,87,942	30,320	11,152	3·87	122	63·22
1898	2,88,453	32,100	6,601	2·28	129	79·44
1899	2,87,525	33,262	6,678	2·32	134	79·92
1900	2,87,379	34,900	7,376	2·56	140	78·87
1901	2,85,265	42,293	18,616	6·53	194	61·45
1902	3,01,057	29,758	6,025	2·00	120	79·75
1903	3,01,057	40,458	10,622	3·53	162	73·75
1904	3,01,057	46,435	14,701	4·88	187	68·48
1905	3,00,553	45,397	13,582	4·52	182	70·08
1906	3,01,256	53,532	20,553	6·82	215	61·61

Number Main head 17, Sub-heads (a) and (b) **DIBRU-SADIYA RAILWAY SYSTEM—**

Chairman.—Lord Ribblesdale.

Secretary.—Evan A. Jack, Esqr.

Offices.—85 London Wall, London, E.C.

Lines comprising the system.—The Dibru-Sadiya railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Dibru-Sadiya railway (3′ 3⅜″ gauge)	77·50	8·52	86 02
(b) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)	8·50	...	8·50
Total	86·00	8·52	94·52

17 (*a*) Dibru-Sadiya railway proper (3′ 3⅜″ gauge)—

Details of construction—

This line is 77·50 miles long and may be divided into main line (Dibrugarh to Dihing Bridge), 61·50 miles, and the Talap branch, 16 miles. Its construction was sanctioned in 1881 and it was opened through in 1885.

There are, in addition, 8·52 miles under construction.

Permanent-way.—The line is laid with 41½-lb. and 50-lb. flat-footed steel rails. The sleepers are uriam and cast iron plate of the Denham-Olpherts' type.

Ballast.—The line is partially ballasted with broken stone.

Fencing.—The line is unfenced, with the exception of a short length at Dibrugarh.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—26th May 1880 (between the Secretary of State and the Assam Railway Company subsequently called the Assam Railways and Trading Company) for maintenance and working.

25th July 1881—Contract modifying that of 1880.

The general conditions of the contracts are as follows:—

Government aid.—Government guaranteed the payment of a subsidy, not exceeding in any year Rs. 80,000 twelve months after the opening of the main line or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent. of the paid up capital of the main line. Government similarly guaranteed a subsidy for the Makum branch, not exceeding Rs. 20,000 in any year. The payment of guarantee terminated on the 30th June 1903. The free use of public roads is also provided for.

Currency of contract.—If the Company fails to fulfil its obligations, within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. Government may

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head } 17}{\text{Sub-heads } (a) \text{ and } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM**—*contd.*

17 (*a*) Dibru-Sadiya railway proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

determine the contract, on giving 12 months' notice (clause 19 of contract, dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying twenty per cent. in excess of the value of the Company's property.

NOTE.—The Company having waived all its rights under clause 7 of contract dated 25th July 1881 to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1921, or at intervals of 10 years thereafter (Secretary of State's letter No. P. W. 2731, dated the 23rd December 1901).

Power of Company to surrender contract.—Nil.

Terms of working.—The Company to maintain the railway and the road on which the rails are laid and the rolling stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.

Rates and fares.—These were subject to approval by Government from time to time while subsidy was payable. If the net profits exceed 12 per cent. of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Subsidy from local Government.	Total income.	Percentage of total income on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1883	22,22,253	48,220	—35,375	...	...	—35,375	...	52	171·70	
1884	40,65,288	2,06,133	—68,406	...	54,550	—13,856	...	67	131·61	
1885	49,46,729	2,57,335	—63,864	...	54,500	—9,364	...	62	123·03	
1886	49,73,753	3,46,479	53,154	1·07	54,654	1,07,808	2·17	81	80·65	
1887	53,32,605	4,04,928	1,02,540	1·92	1,00,000	2,02,540	3·80	94	74·68	
1888	53,78,445	4,25,530	1,01,759	1·89	1,00,000	2,01,759	3·75	105	76·09	
1889	55,18,750	4,64,018	1,25,147	2·27	1,00,000	2,25,147	4·08	114	73·03	
1890	57,05,682	5,14,266	1,76,960	3·10	1,00,000	2,76,960	4·85	127	65·59	
1891	67,05,474	4,98,682	1,70,526	2·54	1,00,000	2,70,526	4·03	123	65·80	
1892	69,56,304	5,13,213	1,63,719	2·35	1,00,000	2,63,719	3·79	127	63·10	
1893	71,70,562	5,12,098	1,52,972	2·13	1,00,000	2,52,972	3·53	127	70·13	
1894	70,97,487	5,31,645	1,95,732	2·76	1,00,000	2,95,732	4·17	132	63·18	
1895	74,02,729	6,01,142	2,69,543	3·64	1,00,000	3,69,543	4·99	149	55·16	
1896	74,01,496	6,47,380	3,12,286	4·22	1,00,000	4,12,286	5·57	161	51·76	
1897	74,20,119	7,74,189	2,64,750	3·57	1,00,000	3,64,750	4·92	192	68·12	
1898	74,40,474	7,81,415	2,82,478	3·80	50,000	3,32,478	4·33	194	63·85	
1899	74,56,183	8,59,414	4,49,688	6·03	37,978	4,87,666	6·54	213	47·68	The amount shown as subsidy received during 1899 was due for a previous period.
1900	77,14,249	9,00,847	4,62,381	5·99	...	4,62,381	5·99	224	48·67	
1901	82,00,747	9,28,578	4,73,307	5·77	...	4,73,307	5·77	230	49·03	
1902	82,00,694	8,51,880	4,11,187	5·01	...	4,11,187	5·01	211	51·73	
1903	82,32,530	9,16,777	4,57,974	5·56	...	4,57,974	5·56	227	50·05	
1904	87,01,363	9,48,473	4,21,317	4·84	...	4,21,317	4·84	235	55·58	
1905	87,31,147	9,54,293	4,32,053	4·95	...	4,32,053	4·95	237	54·73	
1906	88,18,873	10,08,281	4,03,634	4·63	...	4,08,634	4·63	250	59·47	

17 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—

The line was used originally only for the purposes of bringing coal from the mines on the south bank of the Dihing river to the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Details of construction—

The line is 8·50 miles long, *viz.*, main line (Dihing bridge to Ledo) 5·50 miles, and branch (Margherita to Namdang) 3 miles. The main line was opened in 1884 and the branch in 1901.

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The main line is three-fourths ballasted with broken stone, but the Namdang branch is unballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following contract:—

Contract of—30th July 1881 (between the Secretary of State and the Assam Railways and Trading Company) for coal and iron mining in the Makum coal fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.

Terms.—Contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

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History of railways constructed and in progress.

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Number $\frac{\text{Main head 17}}{\text{Sub-heads } (a) \text{ and } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM—*concld.***

17 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—*concld.*

The general conditions are as follows:—

Government aid.—Nil.

Currency of contract.—The coal concession is for a term of 20 years from 30th July 1881 within an area of 30 square miles, and for a further term of 30 years within an area of at least 4 square miles.

Power of Company to surrender contract.—Nil.

Terms of working.—The colliery to be charged with the cost of maintenance of the branch and sidings owned by it and 5 per cent. of its gross earnings for the use of rolling stock; all other charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings.

Rates and fares.—Certain rates and fares have been sanctioned by Government.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1897	11,46,240	45,871	8,024	0·70	88	82·51
1898	12,00,698	55,313	3,752	0·31	142	93·22
1899	12,83,416	63,084	22,053	1·72	162	65·04
1900	12,84,375	65,724	17,981	1·40	169	72·64
1901	16,30,162	70,293	11,145	0·68	123	84·15
1902	16,53,446	58,259	437	0·03	102	99·25
1903	16,62,082	59,077	−8,208	...	103	113·89
1904	16,62,088	56,108	13,158	0·79	120	76·55
1905	16,76,156	59,439	27,210	1·62	127	54·22
1906	16,83,031	65,115	25,052	1·49	139	61·52

Number $\frac{\text{Main head 18}}{\text{Sub-heads } (a) \text{ to } (c)}$. **JODHPUR-BIKANER RAILWAY SYSTEM—**

Lines comprising the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line. Miles.
(*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)	463·89
(*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)	245·35
(*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)	123·98
Total	833·22

18 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the section is 463·89 miles. First sanction to construction was accorded in 1881 and the line was opened through to the British frontier in 1900. The Merta city branch was opened in 1905.

Permanent-way.—The line is laid with 36-lb., 41½-lb. and 50-lb. flat-footed steel rails. There are also some 36-lb. iron rails in the Merta city branch. The sleepers are steel trough, deodar and pine.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—13th July 1889 } (between the Government of India and the Jodhpur and Bikaner Durbars) for
30th July 1889 } constructing and working the line.

The general conditions of the contracts are as follows:—

Government aid.—The line is the exclusive property of the two Durbars.

Currency of contracts.—These contracts may be modified at any time by mutual consent.

Terms of working.—Each Durbar to receive all the profits of the section of line belonging to that Durbar.

Rates and fares.—No provision was made for rates and fares in the contracts, but certain rates and fares were approved by executive order.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (c)}}$ **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

18 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1888	4,99,866	40,361	23,110	4·62	42	42·74
1884	8,09,995	64,262	31,748	3·92	39	50·59
1885	15,40,335	1,70,691	1,12,505	7·30	54	34·30
1886	21,22,593	2,05,723	1,33,318	6·23	62	35·20
1887	22,81,433	3,18,703	1,91,677	8·40	55	39·86
1888	22,80,006	3,60,803	1,91,558	8·40	56	46·91
1889	22,73,978	3,59,358	1,92,258	8·45	56	46·50
1890	22,73,338	3,70,825	1,96,192	8·63	58	47·09
1891	41,37,110	6,12,839	3,34,364	7·99	66	45·44
1892	60,59,552	9,46,980	5,28,941	8·73	74	44·14
1893	64,74,611	8,31,765	4,33,895	6·70	52	47·83
1894	64,49,374	10,81,156	6,69,373	10·38	65	38·09
1895	64,32,934	9,74,738	5,69,246	8·85	58	41·60
1896	64,78,328	11,64,465	7,38,273	11·40	70	36·60
1897	74,90,176	11,22,658	7,44,799	9·94	67	33·66
1898	1,00,85,594	12,22,726	7,30,956	7·25	73	42·22
1899	1,13,42,183	19,09,097	11,66,844	10·29	102	38·88
1900	1,14,28,508	16,28,478	9,07,480	7·94	81	44·27
1901	1,17,24,896	15,67,073	7,14,826	6·10	66	54·39
1902	1,18,69,424	16,76,216	8,35,202	7·04	71	50·17
1903	1,19,31,439	16,34,708	8,91,196	7·47	69	45·48
1904	1,21,90,840	16,87,624	9,58,365	7·86	71	43·21
1905	1,22,63,774	19,16,254	11,01,294	8·98	79	42·53
1906	1,22,77,015	20,91,368	12,23,531	9·97	87	41·50

18 (*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)—

Details of construction—

The section is 245·35 miles long. Its construction was first sanctioned in 1890 and it was opened through to Bhatinda in 1902.

Permanent-way.—The permanent-way consists of 36-lb. flat-footed steel rails on steel trough and deodar sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

See under Jodhpur section, 18 (*a*).

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1890	4,15,590	...	...	...	...	...
1891	14,32,706	5,139	2,724	... 0·19	36	46·99
1892	9,48,622	76,547	24,904	2·63	34	67·47
1893	9,65,771	66,725	25,735	2·66	30	61·43
1894	9,69,407	80,274	40,447	4·17	35	49·61
1895	9,71,084	86,539	45,096	4·64	38	47·89
1896	9,73,294	1,20,727	75,382	7·75	53	37·56
1897	9,73,473	1,17,010	65,504	6·73	52	44·02
1898	23,14,152	1,37,472	77,616	3·35	31	43·54
1899	28,61,917	1,74,539	1,04,344	3·65	37	40·22
1900	32,60,432	1,92,358	1,04,962	3·22	43	45·43
1901	48,93,535	2,46,875	1,05,697	2·16	30	57·18
1902	52,49,539	3,22,022	1,42,580	2·72	30	55·72
1903	51,30,925	5,25,329	2,66,197	5·19	41	49·33
1904	50,93,549	7,23,901	4,05,677	7·96	57	43·96
1905	51,72,406	8,83,432	5,62,383	10·87	69	36·34
1906	52,70,205	10,92,888	4,74,513	9·09	86	56·58

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 18}}{\text{Sub-heads (a) to (c)}}$. JODHPUR-BIKANER RAILWAY SYSTEM—*concld.*

18 (c) Jodhpur-Hyderabad (British section) (3′ 3⅜″ gauge)—

Details of construction—

The line connects Hyderabad (Sind) with the Jodhpur system and is 123·98 miles long. Its construction was first sanctioned in 1891 and it was opened through in 1900.

Permanent-way.—The section is laid with 60-lb. iron, and 50-lb. and 41¼-lb. flat-footed steel rails on deodar and Denham-Olpherts' cast-iron sleepers.

Ballast.—The ballast is of kunkur, stone and broken brick.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of—22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway, on the 3′ 3⅜″ gauge, from Balotra to Hyderabad and for working the section from the Jodhpur Frontier to Hyderabad.

The general conditions of the agreement are as follows:—

Currency of agreement.—As regards the working of the railway this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.

Terms of working.—Working expenses, excluding maintenance, are divided between the British and Native State sections in the ratio of the gross earnings of each section. Maintenance charges to be actual cost for each section of line.

Rates and fares.—Maximum and minimum rates and fares and the classification in force on the North Western (State) railway from time to time to be in force on the British section.

NOTE.—Government of India, in letter No. 255 R. T., dated the 6th March 1906, approved of the Rajputana-Malwa railway classification of goods which is in force on the Native State section being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western (State) railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

Statistics of working—

Calendar year.	TABLE I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	TABLE II. Earnings per mile per week.	Proportion of expenses to earnings.	REMARKS.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1891	2,31,401	...	...	...	5,356	—5,356	...	...	
1892	16,31,513	33,206	—1,949	...	59,649	—61,598	29	105·87	The figures of capital outlay in 1900 include the outlay on the Hyderabad-Rahoki section.
1893	16,61,091	1,30,817	16,471	0·99	65,767	—49,296	43	87·41	
1894	17,27,619	1,45,222	36,062	2·08	68,940	—32,878	47	75·17	
1895	17,74,095	1,68,139	46,609	2·63	71,080	—24,471	55	72·28	
1896	18,00,799	1,87,503	64,376	3·57	71,420	—7,044	61	65·67	
1897	18,37,796	2,05,182	59,413	3·23	73,552	—14,139	67	71·04	
1898	20,19,772	2,22,647	70,159	3·47	77,553	—7,394	73	68·49	The gain to the State in 1901 was due to the completion of the line which was previously only partially open.
1899	33,48,948	2,25,242	88,463	2·64	1,07,380	—18,917	74	60·73	
1900	41,71,400	1,93,211	65,933	1·10	1,78,984	—1,13,051	65	65·93	
1901	38,81,361	4,24,307	1,73,567	4·47	1,52,429	+21,138	66	59·09	
1902	40,45,972	5,04,008	2,18,814	5·41	1,59,771	+59,043	78	56·59	
1903	40,45,338	5,34,094	2,63,379	6·49	1,60,179	+1,03,200	91	55·08	
1904	39,58,081	5,48,728	3,45,006	8·72	1,54,846	+1,90,160	101	46·82	
1905	39,67,948	7,23,989	3,69,002	9·30	1,58,622	+2,10,380	112	49·03	
1906	40,70,635	8,91,456	5,11,938	12·58	1,57,778	+3,54,160	138	42·57	

Number $\frac{\text{Main head 19}}{\text{Sub-head (a)}}$. MORVI RAILWAY (3′ 3⅜″ and 2′ 6″ gauges)—

The 2′ 6″ gauge connection between Wadhwan and Rajkot by this railway has been converted to the 3′ 3⅜″ gauge—from Wadhwan to Than Road, 31·34 miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi has been retained on the 2′ 6″ gauge.

Details of construction—

The line is 94·64 miles long, divided into the 3′ 3⅜″ gauge section (Wadhwan to Rajkot), 73·94 miles, and the 2′ 6″ gauge section (Vankaner to Morvi and a quarry siding), 20·70 miles. The construction of the 3′ 3⅜″ gauge section was sanctioned in 1902 and this section was opened in 1905. The construction of the 2′ 6″ gauge section was sanctioned in 1883 and it was opened in 1887.

Permanent-way.—The permanent-way on the 3′ 3⅜″ gauge section consists of 41¼-lb. flat-footed steel rails on half round teak and creosoted pine sleepers; and that on the 2′ 6″ gauge section consists of 29-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with moorum (disintegrated) trap.

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3′ 3⅜″ gauge is of 950 feet radius; and that on the 2′ 6″ gauge is of 300 feet radius.

Gradients.—The ruling gradient is 1 in 150 on both gauges.

Terms of contract—

The Morvi railway is owned by His Highness the Thakore Sahib of Morvi, and is under his control.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 19 / Sub-head (a). **MORVI RAILWAY** (3′ 3⅜″ and 2′ 6″ gauges)—*concld.*

Statistics of working—

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of *expenses* to earnings.
	Table I.				Table II.	
	Rs.	Rs.	Rs.		Rs.	
1886	6,83,671	34,822	Not available.	...	30	103·28
1887	11,06,500	1,29,107	16,994	1·54	39	> 86·87
1888	11,77,842	1,62,087	21,984	1·87	46	86·44
1889	12,46,800	1,77,321	56,727	4·55	50	68·01
1890	20,25,863	2,95,227	87,550	4·32	60	70·34
1891	20,55,599	3,09,419	1,08,617	5·28	63	64·90
1892	21,04,519	3,69,171	1,30,370	6·19	63	57·33
1893	21,57,965	3,22,318	1,45,782	6·76	66	54·86
1894	22,23,526	3,20,348	1,42,667	6·42	65	55·46
1895	23,99,306	3,69,972	2,00,127	8·34	75	45·91
1896	23,82,315	3,86,883	1,81,621	7·62	79	53·06
1897	24,76,757	4,27,483	2,11,642	8·55	87	50·49
1898	24,79,448	3,76,220	1,63,990	6·61	77	56·41
1899	25,06,414	4,20,486	1,70,053	6·78	86	59·56
1900	27,28,115	4,23,308	1,58,794	5·82	87	62·49
1901	27,59,452	3,58,663	1,25,534	4·55	73	65·00
1902	27,32,748	3,05,058	1,13,299	4·14	62	62·86
1903	27,88,432	2,98,036	1,44,749	5·19	61	51·44
1904	34,06,196	3,54,636	1,88,909	5·55	73	46·73
1905	43,90,817	3,23,640	1,74,476	3·97	69	46·09
1906	44,90,459	3,07,560	1,59,584	3·55	62	48·11

Number Main head 20 / Sub-heads (a) to (c). **ROHILKUND AND KUMAON RAILWAY SYSTEM—**

Chairman.—Sir Charles Turner, K.C.I.E.

Managing Director.—Alexr. Izat, Esq., C.I.E., M.I.C.E.

Offices.—237 Gresham House, Old Broad Street, London, E.C.

Lines comprising the system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)	117·87	84·12	201·99
(*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)	237·04	...	237·04
(*c*) Powayan Light railway (2′ 6″ gauge)	39·50	...	39·50
Total	394·41	84·12	478·53

Running powers—

Home line over foreign line—

	Miles.
Bhojeepura to Bareilly, Lucknow-Bareilly railway, for passenger and goods trains	12·00

Foreign line over home line—

Bengal and North-Western, Daliganj to Aishbagh, for passenger and goods trains	3·40

20 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the Rohilkund and Kumaon railway proper is 117·87 miles, made up of (1) main line, Bhojeepura to Kathgodam, 53·92 miles and (2) the Bareilly-Kasganj section, 63·95 miles.

The main line was sanctioned for construction in 1882 and opened in 1884. The portion of the Bareilly-Kasganj section from Bareilly to Soron was sanctioned in 1903 and opened in 1906 and the portion from Soron to Kasganj was taken over from the Rajputana-Malwa railway in 1906.

There are 84·12 miles under construction, *viz.*, (1) the Moradabad-Ramnagar branch, 47·69 miles; and (2) the Lalkua-Kashipur branch, 36·43 miles. The construction of these branches was sanctioned in 1903.

Permanent-way.—The permanent-way consists of 50-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 70.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (e)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

20 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—*contd.*

Terms of contracts—

The Rohilkund and Kumaon and Lucknow-Bareilly railways are worked under the following contracts :—

Contracts of—12th October 1882.—Rohilkund and Kumaon Railway Company's original contract.
8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly railway and the Company's line as one system. (Principal contract.)
31st December 1892.—Relating to advances of capital by Government.
5th February 1901.—Contract modifying the terms of the previous contracts.
24th April 1903.—Contract as to rate of exchange for purposes of contracts of 12th October 1882 and 8th September 1890.
15th July 1904.—Contract for construction of new branches and taking over a branch from Kasganj to Soron and other matters supplemental to contracts of 1882, 1890, 1901 and 1903.

The general conditions of the contracts are as follows :—

Government aid.—Company's section.—Government guaranteed interest at 4 per cent. in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from date of opening, which ceased on 31st December 1894. Land was provided free, subject to the condition that the Company pays on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.

Lucknow-Bareilly section.—The Company to raise £160,000 capital by debentures which Government guarantee as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 96,000. Land was provided free of charge.

Note.—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3½ per cent. per annum under the agreement dated the 5th February 1901.

Terms of contract.—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.

Currency of contracts.—

(1) *Rohilkund and Kumaon railway contract.*—Government may terminate the contract at the end of the 30th year (*i.e.*, on the 31st December 1912) or the 50th year (*i.e.*, on the 31st December 1932), by giving 12 months' notice. If the contract terminates by such notice or by efflux of time, Government have to pay 25 times the average net earnings, deducting the Government share of surplus profits during the 5 years preceding the termination. Government may also determine the contract at any time on six months' notice, if the Company fails to observe its obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment in which case the Company must remove its property within nine months from the termination of the contract, otherwise it becomes the property of the Government.

(2) *Lucknow-Bareilly railway.*—Government may determine the contract on the 31st December 1907, or on the 31st December of any subsequent year, by giving twelve months' notice. In the event, however, of the original contract, dated the 12th October 1882, terminating by efflux of time or under notice of purchase or notice of determination, this contract, *ipso facto*, also terminates at the same time. Government may also terminate the contract if the Company fails to observe its obligations after six months' notice. On determination of the contract Government resume possession of the State railway on payment to the Company of the amount of the capital received, or take over its liabilities with respect to such capital.

Power of Company to surrender contract.—Nil.

Terms of working.—Company's section.—During the period that the Government are liable to pay interest, after deducting working expenses, (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), the surplus profits, after repayment of the guaranteed interest, go to the Company. Subsequently half the surplus profits, after 5 per cent. for the year (within a limit of £5,000 for each half-year), has been appropriated to the Company, are to be applied in repayment to Government of arrears of guaranteed interest and interest thereon. The other half and any ultimate surplus to belong to the Company. After the year ending 31st December 1897 Government to receive half the surplus profits in excess of 6 per cent.

Note.—It has been agreed that, in calculating the surplus profits for division, sums received by the Company as its share of the surplus profits of the Lucknow-Bareilly railway shall not be taken into account.

Lucknow-Bareilly section.—The working expenses of the system, (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), are divided between the Company's line and the State railway in proportion to their gross earnings, the profits of the State railway being applied (*i*) in meeting payment of interest on the debentures and of interest at 4 per cent. on any further capital supplied by the Company for the undertaking or advanced by Government; (*ii*) in payment to Government of interest at 4 per cent. on their capital in the undertaking; and (*iii*) the residue to be divided half-yearly between Government and the Company in the ratio of their respective shares of capital in the undertaking.

Any insufficiency of the profits to meet the charges under (*i*) that may be met by money supplied by Government shall be a cumulative preference charge against subsequent profits before division of residue.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head } 20}{\text{Sub-heads } (a) \text{ to } (c)}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

20 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I: Capital outlay to end of each year.	Table I: Gross earnings.	Table I: Net earnings.	Table I: Percentage on capital outlay.	Table I: Subsidy from Government.	Table I: Total income.	Table I: Percentage of total income on capital outlay.	Table II: Earnings per mile per week.	Table II: Proportion of expenses to earnings.	Remarks.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.		
1884	19,10,266	36,543	1,734	0·09	...	1,734	0·09	51	95·16	The large increases in the capital outlay since 1904 are due to the inclusion of expenditure on branches under construction; and the decreases in net earnings to the heavy outlay on relaying the main line and (in 1906) also to the net earnings of the Bareilly-Soron extension having been credited to capital.
1885	21,71,124	2,88,572	40,158	1·85	40,000	80,158	3·69	68	66·40	
1886	22,52,962	3,00,191	83,832	3·72	40,000	1,23,832	5·50	86	58·75	
1887	22,91,619	3,19,274	76,800	3·35	40,000	1,16,800	5·10	92	63·42	
1888	23,40,100	3,31,092	1,02,120	4·36	40,000	1,42,120	6·07	96	57·46	
1889	23,96,624	3,72,270	1,20,135	5·01	40,000	1,60,135	6·69	107	56·93	
1890	20,37,223	3,14,834	1,11,003	5·45	40,000	1,51,003	7·41	90	52·04	
1891	20,49,458	3,85,084	1,33,440	5·62	20,000	1,53,440	7·49	112	58·22	
1892	20,58,575	5,20,567	1,57,780	6·82	40,000	1,97,780	9·61	127	54·17	
1893	20,82,280	4,25,909	1,43,180	6·17	40,000	1,83,180	8·80	124	56·78	
1894	20,86,440	4,59,315	1,75,191	7·16	40,000	2,15,191	10·34	134	52·91	
1895	20,78,251	4,04,504	1,52,973	7·36	...	1,52,973	7·36	118	62·18	
1896	20,79,863	4,26,905	1,54,595	7·43	...	1,54,595	7·43	125	63·79	
1897	21,20,428	4,23,720	1,73,184	8·17	...	1,73,184	8·17	124	59·33	
1898	21,42,552	4,62,308	2,21,899	10·36	...	2,21,899	10·36	135	52·24	
1899	21,48,313	4,65,623	2,34,020	10·89	...	2,34,020	10·89	136	49·74	
1900	21,53,125	4,37,572	2,28,048	10·59	...	2,28,048	10·59	156	48·64	
1901	22,09,423	3,84,314	2,09,896	9·50	...	2,09,896	9·50	112	45·33	
1902	23,26,911	4,10,626	2,18,317	9·34	...	2,18,317	9·34	146	46·83	
1903	25,89,790	4,13,147	2,20,405	8·51	...	2,20,405	8·51	121	46·65	
1904	43,55,575	4,16,787	2,24,403	5·15	...	2,24,403	5·15	122	46·41	
1905	96,34,539	4,40,664	1,54,126	1·65	...	1,54,126	1·65	128	65·02	
1906	1,16,53,319	8,03,607	1,79,124	1·54	...	1,79,124	1·54	124	54·56	

20 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—

Details of construction:—

The open mileage is 287·04 miles, and is divided into main line (Lucknow to Bareilly), 198·55 miles and branches 38·49 miles. Sanction to the construction of the main line was accorded in 1884 and it was opened through in 1891.

Permanent-way.—The permanent-way consists of 41½-lb. and 50-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken bricks, kunkur and shingle.

Fencing.—The line is partially fenced.

Curves.—There is only one curve with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100 except on the Dudhwa branch where it is 1 in 60.

Terms of contracts—

See under Rohilkund and Kumaon railway proper, 20 (*a*).

Statistics of working—

Calendar year.	Table I: Capital outlay to end of each year.*	Table I: Gross earnings.	Table I: Net earnings.	Table I: Per cent. on capital outlay.	Table I: Interest.	Table I: Company's share of net earnings.*	Table I: Gain or loss to the State.	Table II: Bareilly-Pilibhit, 3′ 3⅜″. Earnings per mile per week.	Table II: Bareilly-Pilibhit, 3′ 3⅜″. Pro: of exp: to earnings.	Table II: Lucknow-Sitapur-Seramau, 3′ 3⅜″. Earnings per mile per week.	Table II: Lucknow-Sitapur-Seramau, 3′ 3⅜″. Pro: of exp: to earnings.	Table II: Lucknow-Bareilly, 3′ 3⅜″. Earnings per mile per week.	Table II: Lucknow-Bareilly, 3′ 3⅜″. Pro: of exp: to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.		Rs.	
1883	4,84,915	...	...	...	11,192	...	−11,192	...	...	...	...	...	...
1884	13,43,699	10,239	839	0·06	36,572	...	−35,733	32	91·81	...	...	...	...
1885	25,45,567	82,627	17,243	0·68	53,247	...	−36,004	44	83·79	...	...	...	...
1886	42,16,146	1,15,296	28,729	0·68	1,48,570	...	−1,19,841	53	77·46	45	76·29	...	...
1887	52,24,221	2,92,470	67,924	1·30	1,85,046	...	−1,17,122	52	71·47	46	73·49	...	...
1888	52,82,870	3,52,327	99,031	1·87	2,03,503	...	−1,04,472	50	70·31	47	70·81	...	...
1889	54,59,585	4,28,731	1,47,868	2·70	2,16,189	...	−68,321	59	66·45	59	65·10	...	...
1890	65,33,324	4,56,738	1,32,338	2·02	2,30,699	...	−98,361	64	66·08	62	72·78	...	...
1891	79,17,846	4,95,068	1,73,011	2·19	2,72,065	...	−99,054	...	...	...	...	56	65·05
1892	81,66,804	6,82,836	2,74,601	3·36	3,07,651	11,501	−44,551	...	...	...	...	66	59·72
1893	83,39,362	7,28,378	2,73,541	3·26	3,26,770	2,135	−55,364	...	...	...	...	67	62·29
1894	85,26,058	9,72,269	4,48,218	5·22	3,45,393	79,310	+23,585	...	...	...	...	87	59·25
1895	87,22,466	8,25,934	3,13,116	3·59	3,56,596	15,834	−59,314	...	...	...	...	74	61·90
1896	89,63,620	8,27,599	3,02,071	3·37	3,48,885	13,415	−60,229	...	...	...	...	75	63·32
1897	93,03,715	8,27,371	3,35,776	3·61	3,61,550	26,980	−52,754	...	...	...	...	69	59·42
1898	94,90,476	10,34,088	5,00,200	5·27	3,64,853	68,721	+68,627	...	...	...	...	94	51·62
1899	94,97,485	12,72,160	6,33,355	6·63	3,65,537	76,332	+ 1,91,486	...	...	...	...	114	50·21
1900	99,21,432	12,53,801	6,51,957	6·57	3,73,097	1,47,611	+ 1,31,249	...	...	...	...	107	48·72
1901	1,01,83,243	13,72,520	7,58,124	7·44	3,91,796	99,195	+ 2,67,133	...	...	...	...	123	44·76
1902	1,12,96,019	14,53,329	7,69,568	6·81	4,23,528	71,666	+ 2,74,374	...	...	...	...	132	47·05
1903	1,15,01,911	14,03,266	7,48,689	6·51	4,58,825	52,573	+ 2,42,291	...	...	...	...	126	46·65
1904	1,17,14,505	14,96,120	7,97,671	6·81	4,48,328	54,487	+ 2,94,856	...	...	...	...	133	46·68
1905	1,17,99,857	15,47,488	8,20,992	6·96	4,50,448	16,811	+ 3,53,733	...	...	...	...	138	46·95
1906	1,20,09,688	16,55,250	8,36,782	6·97	4,575,88	1,20,140	+ 2,59,054	...	...	...	...	148	49·45

* Based on actual receipts and payments during the year.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*concld.***

20 (c) Powayan Light railway (2′ 6″ gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Details of construction—

This line, which connects Shahjahanpur with Mailani, is 39·50 miles long. Its construction was first sanctioned in 1889 and it was opened through in 1894.

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 25 lbs. to the yard, laid on sâl sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The Powayan Light railway is worked under the following contracts:—

Contracts of—1st July 1901 (between the Secretary of State and the Powayan Light Railway Company) for maintenance and working.

6th November 1902 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to terms of working.

The general conditions of the contracts are as follows:—

Government aid.—Land.

Currency of contract.—The contract is terminable on the 31st December 1912 or at any time thereafter on one year's notice being given by either party.

Terms of working.—The working agency is to retain 70 per cent. of the gross earnings until the line is fully equipped, and thereafter the same percentage as that at which the whole open system is worked, subject to a minimum of 60 per cent. The percentage so retained may include any single item of capital expenditure not exceeding Rs. 200, subject to a maximum charge of Rs. 20 per mile in each half-year.

Rates and fares.—The same rates and fares as may from time to time be applicable to the Lucknow-Bareilly railway.

Statistics of working.—

Table I.					Table II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1901	8,41,033	66,862	20,059	2·39	33	70·00
1902	8,93,456	75,675	22,521	2·52	37	70·24
1903	8,94,619	71,815	28,482	3·18	35	60 34
1904	8,94,751	78,015	30,937	3·46	38	60·34
1905	8,94,751	92,614	36,707	4·10	45	60·37
1906	8,94,751	99,566	39,491	4·41	48	60·34

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (f)}}$. **SOUTH INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Henry Kimber, Bart, M. P.

Managing Director.—Henry W. Notman, Esq.

Offices.—55, Grace Church Street, London, E. C.

Lines comprising the system.—The South Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) South Indian railway (3′ 3⅜″ gauge)	1,130·00	13·88	1,143·88
(b) Karaikkal-Peralam railway (3′ 3⅜″ gauge)	14·65	...	14·65
(c) Pondicherry railway (3′ 3⅜″ gauge)	7·85	...	7·85
(d) Tanjore District Board railway (3′ 3⅜″ gauge)	103·36	...	103·36
(e) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)	50·48	...	50·48
(f) Tinnevelly-Quilon (Travancore) (Native state section) (3′ 3⅜″ gauge)	57·98	...	57·98
Total	1,364·32	13·88	1,378·20

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (f)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

21 (*a*) South Indian railway proper (3′ 3⅜″ gauge)—

Details of construction—

The total open mileage of the South Indian railway proper is 1,130·00 miles. This may be divided into (1) *Madras-Tuticorin section*, main line (Madras to Tuticorin), 446·54 miles; branches, 320·18 miles: (2) *Villupuram-Dharmavaram section*, main line (Villupuram to Dharmavaram), 279·18 miles; Gudur branch, 84·10 miles. First sanction to the construction of (1) was given in 1859 and it was opened through in 1879. (2) was sanctioned in 1888 and opened through in 1892.

In addition to the above there are 13·88 miles under construction.

Permanent-way.—The rails in use are 50-lb. and 52-lb bull-headed steel, 56-lb. and 41½-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, Denham Olpherts' cast iron and wooden.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—The line is fenced, with the exception of the Villupuram-Dharmavaram and Pakala-Gudur sections and the Pamban branch which are fenced only at stations.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Dharmavaram, Pakala-Gudur, Trichinopoly-Madura, and Karur-Erode sections where it is 1 in 100.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working.

27th June 1901 (between the Secretary of State and the South Indian Railway Company) relating to the Pamban branch.

The general conditions of the contracts are as follows:—

Terms of contract.—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting between the Secretary of State and the Company were determined. The purchase price was £4,197,557.*

	£
Company's stock at date of purchase ...	3,208,280
Premium ...	989,277
	4,197,557

The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock which is irredeemable. The present Company (practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further moneys required are provided either by the Secretary of State or raised by the Company under guarantee. Subject to the provision of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.

Currency of contract.—Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it by giving six months' notice should the Company fail to observe its obligations or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract Government are to take possession of the railway and all its appliances, repaying at par to the Company its capital of £1,000,000 and any further capital raised by it and paid to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting working expenses (which shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government) the net receipts shall be applied in payment to Government of the equivalent in rupees of interest at 3 per cent. on £1,000,000, the Company's capital; at 4½ per cent. on £425,000, the irredeemable debenture stock of the old Company; at 3½ per cent. on the debenture stock issued and upon the principal moneys owing in respect of advances made for the Pamban branch; and 3 per cent. on the net expenditure shown by the capital advance, stores and capital accounts. After deducting the equivalent in rupees of the sums referred to above, the residue, if any, to be divided between Government and the Company in the ratio of the respective capital amounts contributed by each.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates,

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads } (a) \text{ to } (f)}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

21(*a*) South Indian railway proper (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

TABLE I [INCLUDING THE TINNEVELLY-QUILON (TRAVANCORE) RAILWAY (BRITISH AND NATIVE STATE SECTIONS) UP TO 1904].

Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings. *	Gain or loss to the State.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879	4,41,96,588	33,62,067	10,63,253	2·40	20,95,206	...	−10,31,953
1880	4,46,77,075	35,59,593	9,30,017	2·08	21,28,643	...	−11,98,626
1881	4,52,22,730	37,55,688	12,37,726	2·73	21,30,568	...	−8,92,842
1882	4,53,69,280	37,58,714	14,02,328	3·09	21,40,871	...	−7,38,543
1883	4,53,97,614	38,69,668	13,22,334	2·91	21,46,579	...	−8,24,245
1884	4,67,51,662	41,89,049	14,92,491	3·19	25,40,471	...	−10,47,980
1885	4,93,74,900	45,60,126	15,81,714	3·20	27,02,145	...	−11,20,431
1886	5,15,40,172	49,20,176	14,75,914	2·86	20,80,496	...	−15,04,582
1887	5,40,64,399	51,79,324	15,36,729	2·89	31,25,720	...	−15,38,991
1888	5,57,91,978	56,58,683	16,31,692	2·92	33,80,057	...	−17,48,365
1889	6,25,01,638	59,39,376	17,63,111	2·82	35,29,935	...	−17,66,824
1890	7,27,15,494	64,25,510	26,67,305	3·66	35,19,564	1,48,341	−9,95,600
1891	7,72,11,805	70,36,756	23,58,724	3·05	35,89,736	...	−12,31,012
1892	7,82,83,761	77,14,996	27,77,005	3·55	39,51,093	...	−11,74,088
1893	7,63,31,043	80,92,415	30,34,332	3·98	38,58,152	...	−8,23,820
1894	7,64,13,362	80,46,559	32,83,865	4·30	42,81,812	1,06,449	−11,04,396
1895	7,68,38,604	89,14,947	38,96,987	5·07	42,77,578	2,55,271	−6,35,862
1896	7,67,63,325	89,45,581	40,27,489	5·25	40,60,677	2,51,567	−2,84,755
1897	7,66,46,858	91,81,409	42,96,757	5·61	38,76,142	3,25,390	+ 95,225
1898	7,45,21,873	84,67,581	38,35,527	5·15	37,49,521	3,06,473	−2,20,467
1899	7,53,82,623	84,74,462	39,83,540	5·28	36,39,891	2,45,608	+ 98,041
1900	7,69,70,119	89,04,325	43,97,916	5·71	36,77,879	3,68,408	+3,51,629
1901	8,23,78,918	1,01,44,657	54,15,176	6·57	37,33,736	4,59,540	+12,21,900
1902	8,49,97,226	1,05,98,282	57,14,254	6·72	39,64,367	4,56,185	+12,69,702
1903	8,99,72,143	1,23,82,517	73,77,644	8·48	40,28,068	6,96,450	+26,53,126
1904	10,01,55,636	1,28,18,085	71,16,981	7·11	45,90,992	7,05,488	+18,20,501
1905	8,62,95,191	1,20,34,476	65,77,330	7·62	27,08,867	6,52,966	+32,15,497
1906	8,91,97,605	1,32,75,295	58,92,976	6·62	27,89,511	5,66,743	+25,36,722

TABLE II (INCLUDING THE PONDICHERRY RAILWAY UP TO 1904).

Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.			Rs.	
1861	77	47·45	1887	148	68·20
1862	61	44·43	1888	159	68·98
1863	74	44·60	1889	167	70·11
1864	69	57·55	1890	181	57·50
1865	79	49·53	1891	154	65·47
1866	106	49·28	1892	137	63·01
1867	86	49·66	1893	149	61·25
1868	90	48·64	1894	148	58·99
1869	84	64·44	1895	165	56·13
1870	84	62·10	1896	165	54·89
1871	84	55·61	1897	170	53·01
1872	87	56·87	1898	157	54·50
1873	120	49·99	1899	159	52·41
1874	101	60·81	1900	166	50·27
1875	96	48·16	1901	188	46·17
1876	90	53·27	1902	189	45·60
1877	107	50·88	1903	203	39·99
1878	102	66·65	1904	214	44·35
1879	105	66·38	1905	221	49·51
1880	106	73·87	1906	227	55·61
1881	109	67·04			
1882	109	62·69			
1883	112	65·53			
1884	122	64·18			
1885	132	65·12			
1886	143	69·78			

21(*b*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)—

The line is partly in British, and partly in French, territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Details of construction—

The line is 14·65 miles long. Its construction was sanctioned in 1895 and it was opened in 1898.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on wooden and steel transverse sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked under the following contract :—

Contract of—27th March 1902 (between the Government of the French Settlements in India and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—The land occupied by the portion in British territory has been made over by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

Currency of contract.—The contract is terminable by either party giving twelve months' notice to expire on the 30th June or 31st December in any year.

Terms of working.—The line is worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, *plus* 5 per cent. of the gross receipts of the line for the use of the main line rolling-stock and Rs. 1,500 per annum for interest on the main line Revenue stores and Stores and Workshop buildings and machinery. If, at any time, the Company can show that the working of the railway involves an actual loss on the percentage term, the Government of the French Settlements in India have to make good the loss.

Rates and fares.—Same as on the South Indian railway.

* Based on actual receipts and payments during the year.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main-head 21}}{\text{Sub-heads (a) to (f)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

21(*b*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I.				Table II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1895	4,759	...	...	...	...	...
1896	59,009	...	...	...	...	...
1897	5,93,082	...	...	...	...	...
1898	7,21,665	19,738	7,855	1·09	27	60·19
1899	7,25,344	27,685	9,037	1·25	37	67·36
1900	7,29,715	24,608	9,478	1·30	32	61·48
1901	7,23,786	30,450	13,314	1·84	40	56·28
1902	7,23,786	32,736	14,619	2·02	43	55·34
1903	7,23,786	38,933	19,864	2·74	51	48·98
1904	7,23,786	36,945	−29,432	...	48	179·66
1905	7,23,786	36,922	4,406	0·61	48	88·07
1906	7,23,786	39,035	−4,420	...	51	111·32

21(*c*) Pondicherry railway (3′ 3⅜″ gauge)—

The line is in French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian railway) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.

Details of construction—

The line is 7·85 miles long. Its construction was sanctioned in 1878 and it was opened in 1879.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers and with 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced.

Curves.—The sharpest curve is of 495 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked under the following contract :—

Contract of—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.

The general conditions of the contract are as follows :—

Currency of contract.—The contract will be terminable by either party on giving 6 months' notice expiring on the 31st December in any year.

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking including the Pondicherry railway.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

Calendar year.	Table I.				Table II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
1879 to 1889	Rs. Information	Rs. not available.	Rs.		Rs.	
1890	5,68,543	...	...	...	Included with the South Indian railway proper.	
1891	5,68,543	20,106	20,107	3·54		
1892	5,68,543	15,341	15,341	2·70		
1893	5,68,543	18,014	18,014	3·17		
1894	5,68,543	27,958	18,425	3·24		
1895	5,68,543	50,328	* 22,711	3·99		
1896	5,68,543	39,681	17,776	3·13		
1897	5,68,543	36,592	17,159	3·02		
1898	5,68,543	31,830	14,394	2·53		
1899	5,68,543	45,305	21,627	3·80		
1900	5,68,543	59,583	23,193	4·08		
901	5,68,543	60,174	32,366	5·69		
902	5,68,543	70,478	37,960	6·68		
903	5,68,543	73,416	44,258	7·78		
904	5,68,543	60,119	33,662	5·92		
905	5,68,543	58,414	29,827	5·23	143	48·94
906	5,68,543	55,026	24,536	4·32	135	55·41

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (f)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

21(*d*) Tanjore District Board railway (3′ 3⅜″ gauge)—

This railway was constructed by the agency of the South Indian Railway Company, and the money for the railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District Board, of a special cess of 3 pies in the rupee on all lands which would be served by the railway or benefited by its construction. It was entirely a new departure, and has opened the way for the provision of railways for which Government are unable to find the money immediately when the District Board has raised sufficient capital from its cess.

Details of construction—

The open mileage (Mayavaram to Arantangi), including the quarry branch is 103·36 miles. Construction was first sanctioned in 1890 and the line was opened through in 1903.

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel and 40·3-lb. flat-footed iron rails on sâl, pyinkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi section is being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 160.

Terms of contract—

The railway is worked under the following contract :—

Contract of—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—Land was provided free of cost.

Terms of contract.—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial Revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900 the Tanjore District Board took over the Government section and became sole owners—the purchase money, Rs. 12,34,720, being treated as a loan at 4 per cent. per annum. The extension of the line was carried out by the South Indian Railway Company at the cost of the Tanjore District Board.

Currency of contract.—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on 12 months' notice, by assuming liability for any debentures which the District Board may have issued and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R. C., dated 5th March 1898).

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking (which shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), *plus* 5 per cent. of the gross receipts of the line for use of rolling-stock.

Rates and fares.—To be agreed upon from time to time between Government and the Company within the maxima and minima in force on the undertaking.

Statistics of working—

Calendar year.	Table I.						Table II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1890	61,509	...	...	...	1,230	—1,230	...	...
1891	4,82,149	...	...	...	10,873	—10,873	...	...
1892	13,84,423	...	...	...	37,331	—37,331	...	...
1893	21,62,957	...	...	...	70,947	—70,947	...	...
1894	23,79,123	1,63,460	62,942	2·65	1,00,701	—37,759	103	61·50
1895	24,47,438	2,42,024	93,669	3·83	95,700	—2,031	86	61·30
1896	24,49,680	2,47,772	99,361	4·06	97,861	+1,500	88	59·90
1897	24,91,854	2,66,081	1,11,496	4·47	99,159	+12,337	95	58·10
1898	24,94,905	2,46,199	77,627	3·11	99,843	—22,216	88	68·47
1899	24,97,355	2,42,016	96,798	3·88	99,845	—3,047	86	60·01
1900	26,50,776	2,32,280	97,782	3·69	1,02,734	—4,952	83	32·02
1901	32,17,511	2,90,637	1,35,765	4·22	1,38,831	—3,076	103	53·29
1902	38,18,202	3,08,879	1,46,764	3·84	1,63,157	—16,393	103	52·48
1903	45,70,190	3,30,747	2,09,167	4·58	1,97,476	+11,691	106	46·47
1904	46,32,763	5,24,490	2,61,864	5·64	2,25,868	+35,496	101	50·17
1905	47,33,090	5,36,680	2,65,302	5·61	2,21,234	+44,068	113	54·78
1906	47,98,375	6,01,066	2,32,683	4·85	2,34,646	—1,813	116	61·26

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (f)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*concld.*

21(e) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)—

Details of construction—

The line is 50·48 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced at stations, and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 1,432·5 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Travancore branch is worked under the following contract :—

Contract of—27th June 1901 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—Government guarantee interest at 3¼ and 3½ per cent. on the debentures to be raised by the South Indian Railway Company for the construction of the line.

Currency of contract.—The contract will remain in force until the principal contract for working the undertaking shall terminate.

Terms of working.—The branch is to be worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, subject to maintenance for the first two years after opening being charged to capital. After meeting interest charges, the residue of net earnings to be divided between the Secretary of State and the Company in the proportions in which the residue of net revenue receipts of the undertaking are divisible under the principal contract. If the net earnings are not sufficient to meet interest charges of any half-year, the deficiency attributable to the section of railway within the Native State of Travancore to be borne by the Secretary of State, and that attributable to the section of railway outside the Native State to be borne by the Secretary of State and the Company in the proportions in which the residue of such net revenue receipts would have been divisible between them had there been any such residue.

As between Government and the Native State of Travancore the latter has under-written the guarantee of interest to the extent of the capital required for the construction of the line lying in its State, any excess of net earnings over interest charges attributable thereto being made over to and any deficiency being met by the Native State.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

Calendar year.	TABLE I. Capital outlay to end of each year. British section.	Native State section.	Gross earnings.	Net earnings. British section.	Native State section.	Per cent. on capital outlay. British section.	Native State section.	Interest charges. British section.	Native State section.	Gain or loss. British section. South Indian Railway Company.	State.	Native State section.	TABLE II. (Including the Native State section.) Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1902	Included with the South Indian railway proper												81	44·84
1903													101	41·18
1904													85	51·04
1905	43,40,925	1,17,84,077	4,86,757	68,314	1,80,963	1·57	1·54	1,49,273	3,99,750	—18,234	—67,695	—2,18,787	86	48·78
1906	43,62,235	1,18,26,747	4,97,643	61,824	1,60,655	1·42	1·36	1,49,700	3,98,925	—13,939	—73,937	—2,38,270	88	55·29

21(f) Tinnevelly-Quilon (Travancore) Native State section (3′ 3⅜″ gauge)—

Details of construction—

The Native State section is 57·98 miles long. Its construction was sanctioned in 1899 and it was opened through in 1904.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24·56 miles, between Ponalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 477 feet radius.

Gradients.—The ruling gradient between Quilon and Ponalur is 1 in 100 and between Ponalur and Shencottah 1 in 50.

Terms of contract—

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) British section [21 (e)].

Statistics of working—

See under British section [21 (e)]

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (m)}}$ **SOUTHERN MAHRATTA RAILWAY SYSTEM—**

Chairman.—Colonel Sir William S. S. Bisset, R.E., K.C.I.E.

Secretary.—E. Z. Thornton, Esq.

Offices.—46, Queen Anne's Gate, S. W.

Lines comprising the system.—The Southern Mahratta railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Southern Mahratta railway (5′ 3⅜″ gauge)	1,042·04	...	1,042·04
(*b*) Bellary-Rayadrug railway (3′ 3⅜″ gauge)	33·35	...	33·35
(*c*) Birur-Shimoga railway (5′ 3⅜″ gauge)	37·92	...	37·92
(*d*) Guntakal-Mysore frontier railway (5′ 3⅜″ gauge)	119·50	...	119·50
(*e*) Hindupur (Yesvantpur-Mysore frontier) railway (5′ 3⅜″ gauge)	51·35	...	51·35
(*f*) Hospet-Kottur railway (5′ 3⅜″ gauge)	48·03	...	48·03
(*g*) Kolhapur railway (5′ 3⅜″ gauge)	29·27	...	29·27
(*h*) Mysore-Nanjangud railway (5′ 3⅜″ gauge)	15·80	...	15·80
(*i*) Mysore section (Southern Mahratta) (5′ 3⅜″ gauge)	296·22	...	296·22
(*j*) West of India Portuguese railway (5′ 3⅜″ gauge)	51·10	...	51·10
(*k*) *Bezwada-Masulipatam railway (5′ 3⅜″ gauge).*	...	49·47	49·47
(*l*) *Kurnool Road-Kurnool railway (5′ 3⅜″ gauge)*	...	32·00	32·00
(*m*) *Sangli railway (5′ 3⅜″ gauge)*	...	5·77	5·77
Total	1,724·53	87·24	1,811·82

Running powers—

Home line over foreign line—

Tadepalli to Bezwada, Madras railway (North-East line) for passenger and goods trains . . . . . 2·97

22(*a*) Southern Mahratta railway proper (5′ 3⅜″ gauge)—

Details of construction—

The open mileage of the Southern Mahratta Railway proper is 1,042·04 miles. This may be divided into (1) main line (Portuguese frontier to Tadepalli) 509·97 miles, and (2) branches, 532·07 miles. Construction was first sanctioned in 1879 and the main line was opened through in 1890.

Permanent-way.—The rails in use are of 41½-lb., 50-lb. and 62-lb. flat-footed steel. The sleepers are teak, jamba and steel trough.

Ballast.—The line is ballasted throughout the main line and Poona branch with stone, gravel and sand; the Harihar branch with stone, and the Bijapur branch with stone and gravel.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve on the main line is of 603 feet radius. The sharpest curve on the Poona branch is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 100, except on the Ghats, between miles 0 and 3 on the main line, where the gradient is 1 in 40.

Terms of contracts—

The Southern Mahratta railway is worked under the following contracts:—

Contract of—1st June 1882.—Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

The general conditions of the contracts are as follows:—

Government aid.—Interest in sterling on share capital at 3½ per cent. is guaranteed, and an additional ½ per cent. until 31st December 1890.

Terms of contract.—The contract provides that the Company raise £5,000,000, and that any further moneys required shall be supplied by the Secretary of State.

Currency of contract.—The contract is current for a period of 50 years. Government may however determine the contract after 25, 35 or 45 years (*i.e.*, on 30th June 1907, 30th June 1917, or 30th June 1927), on one year's previous notice; or on six months' notice given at any time if the Company fails to observe its obligations, or the line is worked at a loss for three consecutive half-years. Upon determination of the contract by efflux of time or by notice Government have to repay to the Company the amount of the par value of the share capital paid to Government.

NOTE.—On the 21st June 1906 the Secretary of State for India gave notice of his intention to determine on the 30th June 1907, the contract of the 1st June 1882 and all contracts supplemental thereto. But he has since permitted the Company to continue the working as at present up to 30th June 1908.

Power of Company to surrender contracts.—The Company may determine the contracts on the 30th June in any year by giving one year's previous notice.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

22(*a*) Southern Mahratta railway proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working.—Up to the 31st December 1890 after deducting working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 23,000 in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision), the net receipts belonged to Government, unless one-fourth part of the same exceeded the extra guarantee of ½ per cent., in which case the amount of the excess was payable to the Company. After 31st December 1890 three-fourths of the net receipts are paid to Government and one-fourth to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings.	Gain or loss to the State.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1884	2,77,07,721	2,13,059	—18,131	...	14,77,196	...	—14,95,327	50	108·51
1885	3,63,00,076	8,66,226	1,40,238	0·38	19,81,840	...	—18,41,102	63	83·80
1886	6,15,07,620	16,94,918	4,88,392	0·79	26,43,220	...	—21,54,828	92	69·83
1887	7,67,73,165	30,32,417	10,03,624	1·27	34,64,086	...	—24,60,462	87	66·01
1888	8,68,84,288	38,38,616	8,85,493	1·01	31,89,505	...	—23,04,012	86	75·70
1889	9,18,52,138	40,31,604	9,61,618	1·04	32,91,520	41,700	—23,71,602	88	76·15
1890	9,32,85,016	44,71,095	9,14,664	0·98	31,39,444	30,036	—22,54,816	85	78·19
1891	9,42,66,041	47,60,567	16,29,919	1·72	35,89,851	2,58,845	—22,18,777	88	65·76
1892	9,61,10,671	44,33,107	13,47,999	1·40	31,85,511	3,43,266	—21,80,778	82	69·60
1893	9,45,71,662	57,29,918	23,16,557	2·45	35,42,479	5,34,949	—17,60,861	106	59·68
1894	9,51,44,496	58,50,542	20,18,567	2·12	45,87,598	5,57,556	—31,26,587	108	65·44
1895	9,56,02,591	64,68,011	25,88,948	2·71	46,80,290	5,22,407	—26,13,740	119	59·65
1896	9,60,94,788	67,12,230	29,11,959	3·03	44,45,740	7,23,698	—22,57,479	124	56·59
1897	9,67,12,338	64,92,310	27,82,625	2·88	42,62,886	6,97,133	—21,77,394	119	56·96
1898	9,74,67,550	50,61,871	15,02,414	1·54	41,10,275	5,44,277	—31,52,138	93	70·32
1899	9,78,60,569	58,70,616	18,95,002	1·94	40,10,557	3,85,332	—25,00,887	108	67·72
1900	9,82,62,274	64,66,526	22,83,366	2·32	40,02,119	5,81,807	—23,00,560	119	64·69
1901	9,84,64,118	58,29,471	17,31,134	1·75	40,42,851	4,93,723	—28,04,445	107	70·30
1902	9,85,13,731	64,59,686	23,09,908	2·34	40,79,645	5,08,168	—22,72,905	119	64·24
1903	9,88,51,177	66,72,302	25,50,721	2·58	40,94,983	6,01,133	—21,45,393	122	61·77
1904	9,91,33,895	73,48,458	26,97,722	2·72	41,08,930	7,20,960	—21,32,168	135	63·29
1905	10,18,29,322	76,67,700	30,16,473	2·98	41,37,632	6,20,764	—17,41,923	141	60·66
1906	10,16,96,345	82,82,914	33,10,570	3·26	42,08,005	8,76,167	—17,73,602	152	60·03

22(*b*) Bellary-Rayadrug railway (3′ 3⅜″ gauge)—

The construction of the Bellary-Rayadrug railway by the agency of the Southern Mahratta Railway Company was sanctioned with the object of increasing facilities for distributing food to the population in the Madras Presidency and of lessening the difficulties and troubles incidental to the periods of scarcity.

Details of construction—

The line is 33·35 miles long. It was sanctioned in 1902 and opened in 1905.

Permanent-way.—The permanent-way consists chiefly of flat-footed steel rails, weighing between 41¼ and 39 lbs. per yard, laid on teak, jamba and Australian eucalyptus sleepers.

Ballast.—The ballast consists of broken stone, sand and moorum.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The line is worked under an agreement (between the Secretary of State and the Southern Mahratta Railway Company) sanctioned under Government of India, Public Works Department (Railways) No. 1144 R. T., dated the 20th December 1904.

The general conditions of the agreement are as follows :—

Government aid.—The line is the property of Government.

Currency of agreement.—The agreement is terminable at the close of any calendar half-year on twelve months' notice being given by either party.

Terms of working.—Actual cost with a lump sum charge of 11¼ annas per train-mile for locomotive and carriage and wagon expenses and for traffic expenses connected with subordinate superintendence, train staff, lighting and general stores, clothing, printing, stationery and tickets.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

* Based on actual receipts and payments during the year.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (m)}}$. SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

22(*b*) Bellary-Rayadrug railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage of net earnings on capital outlay.	Interest.	Gain or loss to the State.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905	7,70,179	17,040	—2,864	...	14,102	—16,966	19	116·81
1906	7,78,472	37,968	2,535	0·33	26,771	—24,236	22	93·32

22 (*c*) Birur-Shimoga railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 37·92 miles long. Its construction was sanctioned in 1896 and it was opened in 1899.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Terms of contract—

The Hindupur and Birur-Shimoga railways are worked under the following contract :—

Contract of—2nd December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—The lines are the property of the Mysore State.

Currency of contract.—Either party may determine the contract, on giving twelve months' notice, on the 31st December 1904, or on the 1st January or 1st July in any year thereafter. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the contract the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway, at a valuation.

Terms of working.—The working expenses of the system, excluding expenditure on New Minor Works, are divided between these railways and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Mysore Durbar.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1896	2,90,226	...	...	...	...	...
1897	6,27,263	...	...	...	...	...
1898	15,70,079	...	...	...	...	...
1899	20,85,475	6,186	1,881	0·09	37	69·59
1900	22,94,457	66,227	24,219	1·06	34	63·43
1901	24,01,338	62,058	16,993	0·71	31	72·62
1902	24,05,667	64,606	23,367	0·97	33	63·83
1903	24,07,802	61,520	24,206	1·01	31	60·65
1904	24,08,391	68,224	24,628	1·02	35	63·90
1905	23,98,543	80,672	31,102	1·30	41	61·45
1906	23,94,973	1,11,176	44,988	1·88	56	59·53

22(*d*) Guntakul-Mysore frontier railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 119·50 miles long. Its construction was sanctioned in 1889 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on steel trough sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 600 feet.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 25}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

22(*d*) Guntakul-Mysore frontier railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—

The Guntakul-Mysore frontier railway is worked under the following contract:—

Contract of—21st August 1898 (between the Secretary of State and the Southern Mahratta Railway Company) for construction and working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of Government.

Currency of contract.—The same as in the case of the Southern Mahratta railway.

Power of Company to surrender contract.—The same as in the case of the Southern Mahratta railway.

Terms of working.—The working expenses of the entire system of railways worked by the Company (including this railway), exclusive of Government supervision charges of the Southern Mahratta railway and the Mysore section, are divided between this railway and the other railways worked in proportion to their gross receipts. This railway's share of the working expenses is retained from its gross receipts. The residue is paid to Government.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

Calendar year.	Table I.						Table II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1893	58,39,806	1,97,374	76,955	1·35	4,67,933	—3,88,978	38	60·00
1894	58,58,414	3,68,951	1,27,874	2·18	2,34,529	—1,06,655	59	65·34
1895	58,71,739	4,39,329	1,81,657	3·09	2,34,639	—52,982	71	58·65
1896	59,00,158	4,80,992	2,10,690	3·57	2,35,666	—24,926	77	56·20
1897	59,02,498	6,38,278	2,75,983	4·68	2,36,000	+39,983	103	56·76
1898	58,98,866	4,25,702	1,32,471	2·25	2,36,026	—1,03,555	69	68·88
1899	58,98,608	3,84,829	1,28,459	2·18	2,35,996	—1,07,537	62	66·62
1900	59,00,046	4,36,116	1,57,837	2·68	2,35,960	—78,123	70	63·81
1901	59,02,583	4,47,313	1,36,659	2·32	2,36,115	—99,456	72	69·45
1902	59,04,714	4,73,972	1,74,320	2·95	2,36,107	—61,787	76	63·22
1903	59,07,192	4,96,481	1,97,075	3·34	2,36,227	—39,152	80	60·31
1904	59,14,170	7,74,378	2,73,879	4·63	2,36,372	+37,507	121	63·69
1905	59,21,993	8,07,874	3,24,829	5·65	2,36,752	+88,077	130	58·55
1906	59,24,987	8,81,386	3,61,350	6·10	2,36,895	+1,24,455	142	59·00

22(*e*) Hindupur (Yesvantpur-Mysore frontier) railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 51·35 miles long. Its construction was sanctioned in 1890 and it was opened in 1893.

Permanent-way.—The rails on the ghat section are 50-lb. flat-footed steel, State railway type, and 41¼-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghat section.

Terms of contract.—See under Birur-Shimoga railway, 22 (*c*).

Statistics of working—

Calendar year.	Table I.				Table II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1892	24,41,741	...	...	...	...	...
1893	24,46,186	57,685	22,708	0·93	33	60·60
1894	24,34,999	1,61,704	55,504	2·32	61	65·06
1895	24,19,698	1,92,159	79,886	3·30	72	58·43
1896	23,94,762	2,23,800	90,592	4·16	84	55·50
1897	24,79,210	2,69,527	1,18,358	4·77	101	56·09
1898	24,98,316	1,80,081	56,430	2·26	67	68·66
1899	24,98,162	1,49,363	50,528	2·02	56	66·17
1900	24,98,047	1,88,183	67,135	2·69	70	64·33
1901	24,94,729	1,97,798	60,734	2·43	74	69·30
1902	24,97,811	2,13,486	77,903	3·12	80	63·51
1903	24,97,206	2,42,695	96,159	3·85	91	60·38
1904	24,88,842	3,67,923	1,33,715	5·37	138	63·66
1905	24,88,044	3,73,998	1,54,672	6·22	140	58·59
1906	25,00,014	4,03,396	1,63,783	6·55	151	59·40

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads } (a) \text{ to } (m)}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

22(*f*) Hospet-Kottur railway (3′ 3⅜″ gauge)—

The same remarks apply to this railway as are made against the Bellary-Rayadrug railway, 22 (*b*).

Details of construction—

The line is 48·03 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on pine, jamba and teak sleepers.

Ballast.—The line is being ballasted with gravel, stone and sand.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 575 feet radius.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The same as apply to the Bellary-Rayadrug railway, 22 (*b*).

Statistics of working—

Calendar year.	Table I.						Table II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Percentage on capital outlay.	Interest.	Gain or loss to the State.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs	Rs.		Rs.	Rs.	Rs.	
1905	13,81,630	29,230	—6,975	...	48,242	—55,217	17	123·86
1906	14,65,816	51,892	2,508	0·17	52,442	—49,934	23	95·17

22(*g*) Kolhapur railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 29·27 miles long. Its construction was sanctioned in 1888 and it was opened in 1891.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on steel trough sleepers.

Ballast.—The line is ballasted throughout with gravel and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Kolhapur railway is worked under the following contract:—

Contract of—17th July 1891 (between the Kolhapur Durbar and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the Kolhapur State.

Currency of contract.—The contract may be terminated, by either party on six months' notice.

Terms of working.—The working expenses of the system, excluding Government supervision charges and New Minor Works, are divided between this railway and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Kolhapur Durbar.

Rates and fares.—The same as in force on the Southern Mahratta railway.

Statistics of working—

Calendar year.	Table I.				Table II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1889	13,59,602	...	...	...	...	...
1890	21,37,699	...	...	...	...	...
1891	21,16,183	58,381	20,866	0·90	60	64·26
1892	23,81,946	90,293	29,182	1·23	55	67·72
1893	23,21,687	1,88,096	49,991	2·15	78	57·67
1894	23,05,817	1,23,390	45,632	1·89	82	64·64
1895	23,69,206	1,21,147	51,006	2·15	80	57·90
1896	23,05,912	1,21,655	54,305	2·35	80	55·36
1897	23,24,837	94,630	41,981	1·80	63	55·34
1898	23,24,807	78,271	24,201	1·04	52	69·08
1899	23,24,807	99,195	33,986	1·46	66	65·74
1900	23,24,807	1,24,215	44,875	1·93	82	63·87
1901	23,24,807	1,14,114	35,750	1·54	75	68·67
1902	23,25,587	1,23,913	46,407	2·00	81	62·55
1903	23,26,188	1,21,957	48,058	2·07	80	60·60
1904	23,26 251	1,41,676	53,228	2·29	93	62·43
1905	23,26,251	1,70,404	69,432	2·98	112	59·25
1906	23,26,251	1,76,284	71,811	3·09	116	59 25

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head } 22}{\text{Sub-heads } (a) \text{ to } (m)}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

22(*h*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 15·80 miles long. It was opened in 1891.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Mysore-Nanjangud railway is worked under the following contract:—

Contract of—14th December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the Mysore State.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, this agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination the Company makes over to the Mysore Government the railway and works and pays to that Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. If mutually agreed upon, the working stores, to be taken over by the Mysore Government at a valuation.

Terms of working.—After deduction of expenditure on New Minor Works, which is debited to each railway direct from the total working expenses of the Company's railway system, the balance is divided between this railway and the other railways comprised in the Company's system in the proportion which the gross receipts of this railway bear to the gross receipts of such other railways, and the sum so ascertained, together with any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000, but not exceeding Rs. 2,000, classed as a 'Minor Work' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year, representing the working expenses of this railway, is retained by the Company, and the residue paid to the Mysore Government.

Rates and fares.—To be fixed by the Company with the approval of Government.

Statistics of working—

Calendar year.	Table I.				Table II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1892	5,92,414	16,478	6,163	1·03	21	62·60
1893	6,18,551	33,812	14,001	2·26	43	58·59
1894	6,03,095	37,448	12,866	2·13	47	65·65
1895	6,09,212	39,100	16,432	2·69	49	57·98
1896	6,09,681	39,322	17,125	2·81	50	56·45
1897	6,34,764	32,497	14,365	2·25	42	57·41
1898	6,42,821	31,493	10,124	1·57	40	67·85
1899	6,46,051	16,810	5,671	0·88	21	66·26
1900	6,58,741	30,860	11,357	1·74	38	63·20
1901	6,56,462	25,302	7,863	1·20	35	72·22
1902	6,56,462	29,870	10,938	1·67	36	63·38
1903	6,56,462	31,923	12,687	1·93	39	60·26
1904	6,56,462	38,878	14,404	2·19	47	62·95
1905	6,56,462	44,174	18,015	2·74	54	59·22
1906	6,56,462	49,946	20,559	3·13	61	58·84

22(*i*) Mysore Section (Southern Mahratta) (3′ 3⅜″ gauge)—

Details of construction—

The line, which connects Mysore with Harihar, is 296·22 miles long. First sanction to its construction was given in 1877 and it was opened through in 1889.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails, with the exception of about 25 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Terms of contract—

The Mysore section is worked under the following contract:—

Contract of—31st August 1887 (between the Secretary of State and the Southern Mahratta Railway Company) for construction, maintenance and working.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

22(*i*) Mysore Section (Southern Mahratta) (3′ 3⅜″ gauge)—*concld.*

Terms of contract—*concld.*

The general conditions of the contract are as follows:—

Government aid.—Guarantee of interest in sterling at 4 per cent. on £1,200,000 debenture stock.

Terms of contract.—To meet the cost of constructing the Gubbi-Harihar extension, the Company raised £1,224,000, by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936. The contract provides that the Company may raise £1,224,000, and that any further moneys required be supplied by the Secretary of State. All moneys whatsoever received by or on behalf of the Company in respect of the undertaking are the absolute property of the Secretary of State during the continuance of this contract.

Currency of contract.—Government may determine the contract at any time, on six months' notice, should the Company fail to observe its obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Southern Mahratta railway system be determined, then this contract will also be determined. On the termination of the contract, the Secretary of State, if so required by the Company, takes over all liabilities in respect of the debenture stock issued by the latter (which is not redeemable until the 1st March 1936).

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting working expenses, (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), the net receipts are divided in the proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Company's share of net earnings. (Based on actual receipts and payments during the year.)	Gain or loss to the State.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879	7,98,213	...	...	...	23,960	...	—23,960	...	...
1880	21,37,736	...	...	...	68,908	...	—68,908	...	...
1881	36,56,345	1,31,525	53,753	1·47	98,912	...	—45,159	51	59·13
1882	45,95,058	2,88,390	1,03,495	2·25	1,68,939	...	—65,494	68	64·11
1883	57,69,057	3,02,895	99,675	1·73	2,19,351	...	—1,19,676	67	67·09
1884	62,64,620	3,61,448	1,65,479	2·64	2,41,052	...	—75,573	67	54·22
1885	64,89,346	4,83,954	2,07,784	3·20	2,51,730	...	—43,946	60	52·12
1886	71,35,111	4,69,274	1,05,385	1·48	5,57,104	...	—4,51,719	65	59·04
1887	91,36,438	5,13,784	1,41,198	1·55	6,70,864	...	—5,29,666	71	71·60
1888	1,25,76,693	5,70,657	52,295	0·42	6,94,210	...	—6,41,915	79	76·28
1889	1,44,24,093	8,96,273	2,22,084	1·54	7,07,500	47,964	—5,33,380	72	75·23
1890	1,47,11,610	11,86,318	2,61,700	0·02	6,48,733	52,831	—4,39,864	77	77·94
1891	1,50,76,285	13,24,525	4,43,717	2·94	6,54,850	96,004	—3,07,137	86	66·50
1892	1,46,36,205	13,99,463	4,47,906	3·06	7,29,624	1,01,305	—3,83,023	89	67·92
1893	1,46,42,217	16,83,203	6,74,705	4·61	7,70,489	1,64,670	—2,60,404	109	59·92
1894	1,47,60,293	14,45,412	4,76,156	3·23	8,38,535	1,43,566	—5,05,935	94	66·99
1895	1,49,22,452	15,78,231	6,80,769	4·23	8,70,947	1,23,096	—3,63,274	103	59·72
1896	1,51,08,257	15,84,981	6,76,673	4·48	8,21,588	1,71,768	—3,16,483	103	57·29
1897	1,51,99,757	18,80,019	7,95,147	5·28	7,75,708	1,80,992	—1,61,553	122	57·54
1898	1,55,07,319	13,92,851	4,19,421	2·67	7,88,461	1,66,986	—4,92,026	90	70·32
1899	1,56,75,416	10,60,469	3,29,033	2·10	7,21,117	76,861	—4,68,945	69	68·97
1900	1,58,70,310	13,76,391	4,71,201	2·97	7,18,200	1,11,070	—3,58,069	89	65·77
1901	1,60,14,879	14,33,240	4,07,791	2·55	7,22,224	1,07,697	—4,22,150	93	71·55
1902	1,60,76,009	15,97,046	5,58,082	3·47	7,21,062	1,16,979	—2,79,959	104	65·00
1903	1,62,34,903	15,35,270	5,32,298	3·59	7,20,000	1,46,896	—2,84,508	100	62·07
1904	1,62,59,794	15,85,324	5,63,667	3·47	7,20,000	1,52,391	—3,08,724	103	64·44
1905	1,63,78,981	17,90,901	6,98,051	4·24	7,20,000	1,37,682	—1,59,631	116	61·03
1906	1,65,59,502	18,48,348	7,19,072	4·34	7,20,000	1,97,286	—1,98,214	120	61·10

22(*j*) West of India Portuguese railway (3′ 3⅜″ gauge)—

Chairman.—Sir Henry Green, K.C.S.I., C.B.

Secretary.—H. Ringler-Thomson, Esq.

Offices.—4 Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Details of construction—

The line runs from the Portuguese frontier to Mormugao, and is 51·10 miles long. Its construction was sanctioned in 1881 and it was opened through in 1888.

Permanent-way.—The permanent-way throughout consists of 62-lb. flat-footed steel rails on creosoted pine, sál, teak and jamba sleepers.

Ballast.—The line is ballasted throughout with laterite and blue stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 720 feet radius.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (m)}}$ **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

22 (*j*) West of India Portuguese railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

The West of India Portuguese railway is worked under the following contracts:—

Contracts of—18th April 1881, modified by the contract of 19th December 1892 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

21st August 1902, between the Southern Mahratta Railway Company and the West of India Portuguese Railway Company for the maintenance and working of the railway from Mormugao to the Portuguese Frontier, and the harbour at the Port of Mormugao.

The general conditions of the contracts are as follows:—

Government (Portuguese) aid.—5 per cent. per annum is guaranteed to the West of India Portuguese Railway Company on £800,000 and 6 per cent. on £550,000.

Currency of contracts.—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract, at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent. added thereto, together with the then value of rolling-stock, machinery, station appliances and stores. The contract of 1902, between the Southern Mahratta and the West of India Portuguese Railway Companies, which took effect from the 1st July 1902, is to continue in force for five years, subject to amendment or determination after two years on six months' notice by either party.

Power of Company to surrender contract.—By the contract of 1881 as modified by that of 1892 the West of India Portuguese Railway Company may at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on its capital. On surrender of the contract the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent. of such expenditure; and also purchase the rolling-stock, machinery, etc., at a valuation.

Terms of working by Southern Mahratta Railway Company.—The West of India Portuguese and the Southern Mahratta railways are worked as one concern, and the expenses of the system (exclusive of expenditure on 'New Minor Works' and of interest payable by the Southern Mahratta railway on the capital cost of telegraph lines) are divided in proportion to their gross earnings, the net earnings to be applied—in payment of a contribution sanctioned by the Portuguese Government—towards a reserve fund; in payment of the guaranteed dividends on the capital of the Company; and in payment of the residue to the Portuguese Government and the Company in equal proportions.

The contract of 1902 provides that a separate account be kept of the revenue transactions at the Port of Mormugao, and the amount to be charged for working to be the actual expenses of working and maintenance, *plus* 10 per cent. thereon for supervision by the Southern Mahratta railway, subject to the provision that the relation of the aggregate expenses of working—including supervision—to the total receipts shall not exceed, without the sanction of the West of India Portuguese Railway Company, the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899; should any such excess occur it is to be annulled or reduced as much as possible by a corresponding diminution in the charge for supervision.

Rates and fares.—Subject to the maxima prescribed in the contract between the Portuguese Government and the West of India Portuguese railway and to the maxima and minima prescribed in the contracts between the Secretary of State and the Southern Mahratta railway, the rates both for through and local working shall be fixed from time to time by the Southern Mahratta railway and shall be applicable to the whole system.

The shipping and port charges to conform with those in force under the Bombay Port Trust, and not to exceed those charges without the mutual consent of the British and Portuguese Governments.

Statistics of working—

Calendar year.	Table I. Capital outlay (including outlay on Harbour works) to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1890	1,63,14,170	4,75,437	67,001	0·41	138	74·24
	1,63,22,139	5,44,074	1,21,583	0·74	157	86·01
1891	1,63,00,901	3,74,681	11,107	0·07	109	106·01
1892	1,62,74,816	5,86,705	1,65,069	1·01	168	78·13
1893	1,63,12,813	5,43,673	1,19,332	0·73	157	86·47
1894	1,63,31,966	5,83,077	1,12,136	0·69	166	90·75
1895						
	1,63,80,444	2,97,176	—78,893	...	90	137·34
	1,63,40,168	1,79,722	—1,60,735	...	55	189·46
1896	1,62,97,448	2,20,870	—1,10,145	...	65	173·60
1897	1,62,96,432	5,72,475	1,64,665	1·01	157	83·15
1898	1,63,29,262	5,33,596	—66,845	...	96	120·04
1899					205	113·20
1900	1,63,42,023	3,63,120	—48,589	...	133	85·51
	1,63,08,793	3,54,657	51,387	0·37	149	61·96
1901	1,63,08,793	3,96,225	1,51,112	1·10	184	62·55
1902	1,63,08,793	4,59,786	1,83,414	1·33	197	59·97
1903	1,63,90,269	4,44,519	1,77,953	1·29	185	60·53
1904	1,63,90,269	4,38,965	1,73,266	1·26		
1905						
1906						

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 22}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*concld.***

22 (*k*) Bezwada-Masulipatam (3′ 3⅜″ gauge)—
This railway will be 49·47 miles long. It was sanctioned in 1905 and is under construction.

22 (*l*) Kurnool Road-Kurnool (3′ 3⅜″ gauge)—
The construction of this line has been sanctioned with the object of providing facilities for the distribution of grain to the population of the Madras Presidency, and of lessening difficulties incidental to the period of scarcity.
The line will be 32 miles long. It was sanctioned in 1906 and is under construction.

22 (*m*) Sangli (3′ 3⅜″ gauge)—
This railway (Miraj Junction to Sangli town) will be 5·77 miles long. Its construction from funds supplied by the Sangli Durbar was sanctioned in 1905.

Number $\frac{\text{Main head 23}}{\text{Sub-head (a)}}$. **UDAIPUR-CHITOR RAILWAY** (3′ 3⅜″ gauge)—

Running powers—
Home line over Foreign line :— Miles.
Rajputana-Malwa railway, Berach Signal Station to Chitorgarh. 1·42
The line is owned by the Udaipur State. It was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, since which date it has been worked by the Udaipur State.

Details of construction—
The line is 67·30 miles long. Its construction was sanctioned in 1894 and it was opened through in 1899.
Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.
Ballast.—The ballast consists of broken stone.
Fencing.—The line is fenced round stations only.
Curves.—On the Berach-Debari section the sharpest curve is of 1,146 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.
Gradients.—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Terms of contract—
The line is owned and worked by the Udaipur State.

Statistics of working—

Calendar year.	Table I.				Table II.	
	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1893	7,000	...	...	...	...	...
1894	2,70,472	...	...	...	...	...
1895	13,39,850	54,702	18,778	1·40	42	65·67
1896	15,63,721	1,25,219	53,750	3·44	43	60·25
1897	15,99,040	1,23,175	42,881	2·68	39	65·19
1898	17,39,252	1,48,822	61,364	3·43	46	57·33
1899	19,39,912	2,10,540	1,04,829	5·27	62	50·21
1900	19,80,010	3,17,928	1,85,703	9·38	91	41·59
1901	20,61,858	2,22,175	94,112	4·56	63	57·65
1902	20,65,630	2,17,388	97,181	4·70	62	55·32
1903	20,66,171	1,77,817	66,446	3·21	51	62·63
1904	20,66,093	1,51,293	53,175	2·57	43	64·86
1905	20,67,464	2,07,927	1,03,552	5·00	58	50·19
1906	20,75,567	2,47,813	1,35,467	6·52	71	45·33

Number $\frac{\text{Main head 24}}{\text{Sub-head (a)}}$. **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—

Details of construction—
The line is 26·06 miles long. Its construction was sanctioned in 1903 and it was opened in 1905.
Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pyinkado, sâl and Australian jarrah wood sleepers.
Ballast.—The line is ballasted with broken brick.
Fencing.—The line is unfenced.
Curves.—The sharpest curve has a radius of 400 feet.
Gradients.—The ruling gradient is 1 in 250.

Terms of contract—
The line is worked on the terms contained in the Bengal Government Notification No. 86 R., dated the 15th May 1903, under the following agreement:—
Agreement—of 14th December 1897 (between the District Board of the 24-Parganas and the Baraset-Basirhat Light Railway Company).
The general conditions are as follows:—
Aid by District Board.—The District Board guarantees such an annual subsidy as will make the net profits equivalent to Rs. 1,500 per annum per mile of line declared open, subject to a maximum of Rs. 38,000, and allows the free use of a width of not more than 8 feet along one side of the District road. (The Company to acquire at its own expense land necessary for stations and diversions.)
Currency of agreement.—Upon the expiration of twenty-one years from the date of the order authorising the construction, by giving six months' notice, or at intervals of seven years thereafter, the District Board can exercise the right of purchase on payment of twenty times the average yearly net earnings of the four years preceding, together with a bonus of twenty per cent. thereon.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 24 / Sub-head (a). BARASET-BASIRHAT LIGHT RAILWAY (2′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of working.—Any surplus profits in excess of 4 per cent. on share capital *plus* not more than 4 per cent. on debenture capital are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed within which the Company may vary its rates.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Subsidy from District Board.	Total income.	Percentage of total income on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.			Rs.		Rs.	
1905	9,06,310	1,11,202	55,675	6·07	—5,394	50,281	5·55	90	49·93
1906	9,47,058	1,50,731	79,488	8·39	—12,669	66,819	7·06	111	47·26

Number Main head 25 / Sub-head (a). BARSI LIGHT RAILWAY (2′ 6″ gauge)—

Chairman.—Sir Alexander Wilson.

Secretaries.—W. A. Browne & Co.

Offices.—Winchester House, Old Broad Street, E. C.

Details of construction—

The open mileage of the Barsi Light railway is 78·50 miles. It is made up of the following :—

(1) Main line, Barsi Road Junction to Barsi Town, 21·59 miles ;
(2) Tadwale extension, Barsi Town to Tadwale, 26·70 miles ; and
(3) Pandharpur extension, Barsi Road Junction to Pandharpur, 30·21 miles.

The main line was sanctioned in 1895 and opened in 1897 and the Tadwale and Pandharpur extensions were sanctioned in 1902 and opened in 1906.

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction, Barsi Town, Tadwale and Pandharpur stations are also fenced.

Curves.—The sharpest curve is of 450 feet radius.

Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the main line—one of 1 in 89 and one of 1 in 90 ; and two on the Tadwale extension—one of 1 in 50 and the other of 1 in 70.

Terms of contracts—

The Barsi Light railway is worked under the following contracts :—

Contracts of—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working the line from Barsi Road Junction to Barsi town.

26th August 1902 (between the Secretary of State and the Barsi Light Railway Company) for construction and working of the extensions.

4th December 1905, supplemental to that of 26th August 1902.

Despatch—from Secretary of State, No. 51 Railway, dated the 8th July 1904, regarding the grant of extension of the term at the end of which the option of purchase may be exercised.

The general conditions are as follows :—

Government aid.—The Company is allowed the use of part of the road between Barsi Town and Barsi Road Junction stations. Land is provided free for the extensions.

Currency of contracts.—Government may determine the contracts on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined Government are to pay the Company in England in sterling an amount equal to the total paid up capital, so far as such capital was expended with the authority of the Secretary of State.

Power of Company to surrender contracts.—Nil.

Terms of working.—The line is worked by the owning company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1895	2,357	...	...	...	...	...
1896	10,06,657	...	...	...	...	...
1897	13,43,891	1,07,778	21,560	1·60	115	80·00
1898	13,42,592	1,30,321	24,559	1·83	116	81·15
1899	13,56,809	1,56,118	64,475	4·75	139	58·63
1900	13,56,501	1,24,440	42,440	3·13	111	65·90
1901	12,99,589	1,68,238	79,588	6·13	150	52·69
1902	13,18,242	1,50,275	52,879	4·02	134	64·81
1903	12,59,175	1,30,694	53,423	4·24	116	59·12
1904	13,18,293	1,66,934	64,952	4·93	149	61·09
1905	28,13,907	2,19,478	1,39,618	4·96	195	36·39
1906	39,44,807	2,19,284	1,09,862	2·78	96	49·90

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head 26}}{\text{Sub-head (a)}}$. **BUKHTIARPORE-BEHAR LIGHT RAILWAY** (2′ 6″ gauge)—

The line, which has been laid as far as possible on the District road, is 18·50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pyinkado sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the village of Chero where the grade is 1 in 100.

Terms of contract—

The railway has been constructed and is worked on the terms contained in Bengal Government Notification No. 100 R., dated the 25th June 1901, under the following agreement:—

Agreement of—21st August 1899 (between the District Board of Patna and the Bukhtiarpore-Behar Light Railway Company).

The general conditions are as follows:—

Government aid.—In addition to land, which has been provided free of charge except for station sites and diversions from the district road, the District Board supplements the net earnings, subject to a maximum limit of Rs. 32,000 per annum, to allow of the Company paying a dividend of 4 per cent. per annum on the Company's share capital of Rs. 8,00,000.

Currency of agreement.—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1883, *viz.*, upon the expiration of twenty-one years from the date of the order of the Local Government, authorising the construction of the line, by giving six months' notice, or at intervals of 7 years thereafter, the value to be calculated at 20 years' purchase of the average net profits to the Company during the four years preceding the transaction together with a bonus of 20 per cent. thereon.

Terms of working.—Any surplus profits in excess of 4 per cent. on share capital, *plus* not more than 4 per cent. on debenture capital, are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	Table I.				Table II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1903	7,47,838	35,300	15,120	2·16	74	57·77
1904	8,10,059	1,13,530	65,963	8·14	131	41·90
1905	8,11,338	88,951	35,440	4·37	92	60 03
1906	8,30,363	1,11,524	48,080	5·79	116	56·81

Number $\frac{\text{Main head 27}}{\text{Sub-head (a)}}$. **CUTCH STATE RAILWAY** (2′ 6″ gauge)—

Details of construction—

The mileage of the open line (Tuna to Anjar) is 11·67 miles. Its construction was sanctioned in 1903 and it was opened in 1905.

There are, in addition, 27·38 miles (Anjar to Bhuj) under construction.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round jungle teak sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

Nil. The line is owned and worked by the Cutch State.

Statistics of working—

	Table I.				Table II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1905	4,25,731	22,367	15,864	3·72	59	29·07
1906	7,18,667	40,273	19,919	2·77	66	50·54

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 28}}{\text{Sub-head (a)}}$. **DHOLPUR-BARI RAILWAY** (2′ 6″ gauge)—

Details of construction—

This line, from Dholpur on the Indian Midland railway to Bari, was sanctioned in 1905 and is under construction by, and at the cost of, the Dholpur State. It will be 19·25 miles long.

Terms of contract—

Nil. When open, the line will be maintained and worked by the Durbar.

Number $\frac{\text{Main head 29}}{\text{Sub-head (a)}}$. **DWARA-THERRIA LIGHT RAILWAY** (2′ 6″ gauge)—

Details of construction—

The line will be 19·50 miles long. Its construction was sanctioned in 1902.

The construction of this line, which was suspended in June 1904 for want of funds, continues at a standstill, the company being unable to raise the funds necessary for its completion.

Terms of contract—

The Dwara-Therria Light railway on completion is to be worked under—

Terms.—Contained in the Notification issued by the Chief Commissioner of Assam under letter No. 44, dated the 14th August 1902.

The general conditions are as follows:—

Government aid.—Guarantee of interest at 4 per cent. per annum for 10 years on a debenture loan of 4 lakhs of rupees, required to complete the Dwara-Maolong section. Land to be provided free of cost.

Currency of contract.—The Secretary of State may, after the Dwara-Maolong section has been opened for twenty-one years and thereafter at intervals of ten years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving two years' previous notice, on paying twenty-five times the average yearly net earnings of the last three years with a minimum of 100 per cent. of the cost price of the light railway.

Rates and fares.—Certain maxima have been fixed. Full control over charges of all kinds for the use of the railway is reserved by the Local Government.

Number $\frac{\text{Main head 30}}{\text{Sub-head (a)}}$. **KALKA-SIMLA RAILWAY** (2′ 6″ gauge)—

Chairman.—Colonel Alexander Jerome Filgate, R.E.

Secretary.—C. E. Rutter, Esq.

Offices.—17, Victoria Street, Westminster, S. W.

The railway was constructed by the Delhi-Umballa-Kalka Railway Company.

On the representations of the Delhi-Umballa-Kalka Railway Company it was decided to purchase the line for £300,000, the Secretary of State waiving all claims of arrears of unpaid interest on the advances made to the company. The purchase of the line by the State was effected from 1st January 1906; but the company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western (State) railway administration with effect from the 1st January 1907.

Details of construction—

The line is 59·44 miles long. Its construction was sanctioned in 1898 and it was opened in 1903.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced only along the Kalka camping ground and through the skirts of the town of Kalka.

Curves.—Most of the curves are compound, the limiting radius being 120 feet.

Gradients.—The ruling gradient is 1 in 33.

Terms of contract—*Nil.* The line is owned by the State.

Rates and fares.—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charges for tunnels, rates may be varied within the maxima and minima.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1899	5,53,228	...	...	...	...	...
1900	13,18,465	...	...	...	...	...
	34,86,993	...	...	...	...	...
1901	92,81,656	...	...	...	...	...
1902	1,41,32,884	32,052	7,022	0·04	7	78·09
1903	1,68,25,512	5,90,403	2,08,240	1·24	191	64·75
1904	1,76,11,644	7,82,460	4,00,813	2·28	243	56·73
1905	1,63,06,436	7,64,322	3,07,125	1·88	247	59·82
1906						

APPENDIX 38—*contd.*

History of Railways constructed and in progress.

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Number $\frac{\text{Main head 31}}{\text{Sub-head (a)}}$. SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2'6" gauge)—

Details of construction—

The line will be 125 miles long, *viz.*, (1) main line (Shahdara to Saharanpur) 95 miles and (2) branch (Baraut to Meerut) 30 miles.

Its construction and working by Messrs. Martin and Company of Calcutta was authorized by an order contained in the Notification of the Government of the United Provinces of Agra and Oudh, $\frac{339}{187}$ R., dated the 18th April 1904, and a company, styled the Shahdara (Delhi)-Saharanpur Light Railway Company, was registered on the 28th November 1905 for the purpose of constructing the line.

Only the main line is under construction.

Terms of contract—

The line will be worked under the following agreement :—

Agreement of—11th October 1905 (between the Government of the United Provinces of Agra and Oudh and Messrs. Martin and Company).

The general conditions are as follows :—

Government aid.—Free grant of land for a single 5' 6" gauge line and for all conveniences and works.

Currency of agreement.—The Secretary of State will have the right to terminate the contract 21 years after the date of opening or 23 years after the date of the Government letter sanctioning the construction of the tramway, whichever is earlier, at 25 years' purchase of the annual profits to the Company for the preceding 3 years, subject to a minimum of the capital expended and a maximum of 25 per cent. in excess of that sum. This option, if not exercised at the time mentioned, may be exercised at the end of successive periods of 7 years counting from that date. In the event of its being determined to construct a railway on a different gauge in place of the tramway and if the Government and the Company fail to agree that the alteration shall be made by the Company, then the Government will have the right to acquire the tramway at any time on 12 months' notice at 25 per cent. in excess of the Company's capital expenditure.

Terms of working.—Whenever the net profits of the tramway shall be in excess of 4 per cent. upon the paid up capital of the company, such surplus profits shall, after setting aside such reasonable sum as the directors of the company may deem proper to carry forward, be equally divided between the Government and the company.

Rates and fares.—Certain maxima have been fixed.

Number $\frac{\text{Main head 32}}{\text{Sub-head (a)}}$. TARAKESHWAR-MAGRA LIGHT RAILWAY (2' 6" gauge)—

Details of construction—

The line is 33·27 miles long, *viz.* :—from Magra to Tarakeshwar (31·12 miles) and from Magra to Tribeni (2·15 miles). Its construction was sanctioned in 1891 and the two sections were opened in 1895 and 1904, respectively.

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pyinkado sleepers. The Tribeni extension is laid on sâl sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716·25 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1,000 ; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches ; from the bridge under the East Indian railway to Magragunj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Terms of contracts—

The Tarakeshwar-Magra Light railway is maintained and worked on the terms contained in Bengal Government Notification No. 1, dated the 4th January 1896, under the following agreements :—

Agreement of—16th October 1899 (between the District Board of Hooghly and the Bengal Provincial Railway Company).

12th March 1904 (between the Secretary of State for India and the Company).

The general conditions are as follows :—

Government aid.—Free grant of land for the Tribeni extension.

Currency of agreement.—In the event of the District Board wishing to purchase the railway at the end of 21 years under the provisions of section 41 of the Bengal Tramways Act, 1883 (Bengal Code), the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

Terms of working.—The line is worked by the owning company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	
1898	9,44,627	74,074	21,002	2·22	46	71·65
1899	9,62,446	66,168	12,192	1·27	41	81·58
1900	9,61,811	76,594	20,961	2·18	47	72·63
1901	9,72,175	83,150	19,890	2·04	51	70·23
1902	9,76,194	84,272	24,842	2·54	52	70·52
1903	10,15,987	85,546	25,350	2·50	53	70·37
1904	10,44,975	89,735	27,564	2·63	52	69·28
1905	10,46,674	86,888	21,679	2·07	50	74·81
1906	10,73,087	1,00,072	32,762	3·05	58	67·26

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 33}}{\text{Sub-head (a)}}$. **TEZPORE-BALIPARA LIGHT RAILWAY** (2′ 6″ gauge)—

On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway constructed at the expense of the Borjuli Tea Company connects the Borjuli Tea Factory with Rangapara station on the Tezpore-Balipara Light railway. The tramway is 2 miles long and is worked by the Tezpore-Balipara Light railway. It is used for passenger and goods traffic.

Details of construction—

The line is 20·10 miles long. Its construction was sanctioned in 1894 and it was opened in 1895.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on nahor sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezpore and Rangapara is 1 in 125 and between Rangapara and Balipara 1 in 100.

Terms of contract—

The Tezpore-Balipara Light railway is maintained and worked under—

Terms—contained in the Notification issued by the Chief Commissioner of Assam under letter No. 33, dated the 1st June 1895.

The general conditions are as follows :—

Government aid.—Free use of Government land and a subsidy to the extent of Rs. 5,000, up to the end of March 1909, from the Local Board at Tezpore.

Currency of contract.—The Secretary of State may, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving 12 months' previous notice and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent. over and above such value.

Terms of working.—The line is worked by the owning company.

Rates and fares.—Certain rates and fares have been fixed.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Subsidy from District Board.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898 . . .	4,56,927	85,715	20,157	4·41	5,000	25,157	5·51	82	76·49
1899 . . .	4,74,177	95,157	26,156	5·52	5,000	31,156	6·57	91	72·51
1900 . . .	4,87,240	95,981	25,797	5·29	5,000	30,797	6·32	92	73·12
1901 . . .	4,87,240	83,840	16,898	3·47	5,000	21,898	4·49	80	79·84
1902 . . .	4,87,240	85,012	21,651	4·43	5,000	26,651	5·47	81	74·53
1903 . . .	4,87,240	94,742	27,739	5·67	5,000	32,739	6·71	91	70·72
1904 . . .	4,87,240	88,463	17,291	3·54	5,000	22,291	4·57	85	80·43
1905 . . .	4,87,240	1,03,380	27,082	5·55	5,000	32,082	6·58	99	73·80
1906 . . .	4,87,240	1,14,740	34,976	7·17	5,000	39,976	8·20	110	69·51

Number $\frac{\text{Main head 34}}{\text{Sub-head (a)}}$. **THATON-DUYINZAIK LIGHT RAILWAY** (2′ 6″ gauge)—

Details of construction—

The line is 7·76 miles long. Its construction was sanctioned in 1883 and it was opened in 1885.

Permanent-way.—The permanent-way consists of 20-lb. flat-footed steel rails on Dick Kerr's patent iron and pyinkado sleepers.

Ballast.—The line is ballasted throughout with sand, stone and laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 207 feet.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The Thaton-Duyinzaik Light railway is worked under the following :—

Contract of—10th January 1884 (between the Secretary of State and the late Mr. G. E. L. Dawson of Rangoon) for construction and working.

Agreement of—6th June 1896 for working the railway and a steam launch service between Moulmein and Duyinzaik.

The general conditions are as follows :—

Government aid.—Land has been provided at a pepper-corn rent, and the proprietors receive Rs. 350 per mensem for the carriage of mails between Moulmein and Thaton, *vid* Duyinzaik, including both steamer and railway journeys.

Currency of contract.—The contract is in force for a period of 99 years. After the railway has been open for 30 years, and thereafter at intervals of 10 years, the Secretary of State can terminate the contract and take over the railway upon giving 12 months' notice, and paying the value of the permanent-way, buildings and rolling-stock, together with a bonus of 25 per cent. on the value. Government may also determine the contract if the railway is not worked for six consecutive calendar months, or if the proprietors fail to carry out the agreement.

Terms of working.—The railway is now worked and maintained by the Irrawaddy Flotilla Company, who bought the concern on the 1st December 1900.

Rates and fares.—Certain maxima have been fixed within which the proprietors are permitted to vary the rates.

Statistics of working—Information not available.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head } 35}{\text{Sub-head } (a)}$. **DARJEELING-HIMALAYAN RAILWAY** (2′ 0″ gauge)—

Details of construction—

The line, which is laid for a great part of its length along the cart road, is 51 miles long. Its construction was sanctioned in 1879 and it was opened through in 1881.

Permanent-way.—The section of the line in the plains is laid with 41½-lb. flat-footed steel rails on wooden sleepers. The hill section was laid with 41½-lb. flat-footed steel rails, these are being renewed with a special section steel rail, 41½ lb. to a yard.

Ballast.—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri where sand has been used. On the hill section, where necessary, broken stone ballast has been and is being put in.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 60 feet.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

Terms of contract—

The railway is worked under the following contract :—

Contract of—8th April 1879 (between the Secretary of State and the late Mr. Franklin Prestage) for construction, maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—Government undertake to pay the Company such a sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road were granted free of cost.

Currency of contract.—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to it for permanent improvements to the road or works connected therewith. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving 12 months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend earning investment, with an additional bonus of 20 per cent. over and above such value.

Power of Company to surrender contract.—Nil.

Terms of working.—After the first five years, and subject to subsequent modifications of clause 16, half the net profits of any year in excess of 5 per cent. on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. of net earnings on capital outlay.	Subsidy from Local Government.	Total income.	Per cent. of total income on capital outlay.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1880	12,32,894	43,483	34,197	2·77	...	34,197	2·77	82	29·46
1881	18,18,723	2,61,154	1,15,522	6·35	...	1,15,522	6·35	103	55·76
1882	23,56,112	3,66,474	1,21,983	5·17	...	1,21,983	5·17	141	66·72
1883	26,50,799	4,21,944	1,55,725	5·87	...	1,55,725	5·87	162	63·11
1884	27,23,240	4,35,024	1,46,765	5·39	...	1,46,765	5·39	167	66·26
1885	27,27,823	4,31,103	1,63,350	5·99	...	1,63,350	5·99	163	62·11
1886	27,32,136	4,96,476	2,41,559	8·86	...	2,41,559	8·86	188	51·23
1887	27,43,214	4,77,151	2,10,623	7·63	...	2,10,623	7·63	180	55·86
1888	27,71,926	6,14,893	2,83,327	10·22	...	2,83,327	10·22	233	53·92
1889	29,40,425	5,74,294	2,29,117	7·80	...	2,29,117	7·80	217	60·10
1890	29,52,108	5,76,486	2,32,894	7·89	...	2,32,894	7·89	217	59·60
1891	30,59,693	6,13,397	2,58,253	8·44	...	2,58,253	8·44	231	57·61
1892	31,09,079	6,35,778	2,66,647	8·57	...	2,66,647	8·57	240	57·46
1893	31,72,228	6,34,181	2,83,203	8·50	—1,55,418	1,28,485	4·02	239	55·41
1894	31,77,536	6,36,284	2,56,286	8·10	—29,756	2,26,530	7·13	239	59·27
1895	31,99,765	7,39,618	3,53,933	11·25	—61,740	2,98,193	9·32	279	50·92
1896	33,12,732	7,81,594	3,69,607	10·25	—62,057	2,97,580	8·98	294	53·93
1897	33,15,455	7,44,266	3,33,188	10·05	—55,929	2,77,259	8·36	281	55·28
1898	33,65,993	7,54,580	3,41,109	10·13	—59,432	2,81,677	8·37	285	54·79
1899	35,08,469	7,14,985	2,49,770	7·12	—34,993	2,14,887	6·12	270	65·07
1900	34,99,487	8,09,158	3,61,840	10·34	—64,268	2,97,572	8·50	305	55·28
1901	34,78,411	7,87,941	3,13,861	9·02	—49,971	2,63,890	7·58	297	60·17
1902	34,96,507	8,50,280	3,78,005	10·18	—67,704	3,10,301	8·88	321	54·66
1903	36,15,058	9,61,662	4,16,752	11·54	—79,226	3,37,526	8·79	363	56·65
1904	37,38,436	10,45,187	4,75,227	12·71	—97,200	3,78,027	10·11	394	53·45
1905	37,51,562	9,72,644	4,09,514	10·91	—77,621	3,31,893	8·47	367	57·70
1906	37,43,284	9,50,351	4,02,843	10·76	—75,126	3,27,717	8·75	370	58·91

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head 86}}{\text{Sub-head (a)}}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—

Running Powers—

Foreign line over Home line :—

Howrah-Sheakhala light railway, Telkul Ghat to Kadamtala, (for passenger and goods trains) 2·00 miles.

Details of construction—

There are 37·19 miles of open line, *viz.*, main line (Telkul Ghat to Amta), 27·19 miles, and branch (Bargachia to Antpur), 10 miles. In addition to these 12·50 miles were sanctioned for construction in 1902, but the commencement of work has not yet been authorized. The construction of the main line was sanctioned in 1895 and it was opened in 1898.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pyinkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Amta Light railway is worked on the terms contained in the Bengal Government Notifications No. 111, dated the 26th March 1895, and No. 75-R., dated the 7th April 1902, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

3rd May 1897 (between the District Board of Howrah and the Bengal District Road Tramways Company, Howrah-Amta).

16th August 1901 (between the District Board of Howrah and the Howrah-Amta Light Railway Company).

The general conditions are as follows :—

Aid by the District Board.—As subsidy for payment of interest, the District Board has guaranteed a sum sufficient to make the net earnings equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of a width of 6 feet along one side of the district road, granted to the Company for the purpose of laying the line, a clear width of 14 feet being left for vehicular traffic

Currency of agreement.—The District Board has the power of determining the agreements after 21 years. In the event of the District Board exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1893 (Bengal Code), the value to be placed upon the railway is to be calculated by adding to the value of the whole undertaking, with all its equipments, as a dividend earning investment, a bonus of 20 per cent. over and above such value.

Terms of working.—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent. upon the capital for the time being of the Company, surplus profits are divided between the Company and the District Board in equal proportions.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent of net earnings on capital outlay.	Subsidy from District Board.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898 . . .	11,24,713	1,89,519	78,910	7·02	—15,062	63,848	5·68	152	58·36
1899 . . .	11,41,307	2,50,763	1,12,794	9·88	—27,835	84,959	7·44	163	55·02
1900 . . .	11,88,283	2,56,418	1,23,104	10·36	—30,244	92,860	7·81	172	51·99
1901 . . .	11,96,697	2,60,530	1,14,052	9·53	—26,146	87,936	7·35	175	56·21
1902 . . .	12,68,532	2,65,497	1,38,120	10·49	—29,703	13,417	8·15	178	49·86
1903 . . .	12,88,853	2,77,451	1,37,833	10·69	—31,883	1,05,950	8·22	186	50·32
1904 . . .	15,91,321	2,97,062	1,54,998	9·74	—35,416	1,19,582	7·51	170	7·82
1905 . . .	16,07,464	3,28,722	1,77,464	11·04	—38,862	1,38,602	8·62	170	46·01
1906 . . .	17,90,006	3,51,462	1,77,670	9·93	—38,681	1,38,989	7·76	182	49·45

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head } 37}{\text{Sub-head } (a)}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—

Running powers—

Home line over Foreign line :—

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, (for passenger and goods trains) miles 2·00.

Details of construction—

The line is 19·75 miles long, *viz.*, main line (Kadamtala to Sheakhala), 17·38 miles, and Chanditala-Janai branch 2·37 miles. The construction of the main line was sanctioned in 1895 and it was opened in 1897.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, laid on cross sleepers of pyinkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 144 feet radius at Howrah town.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Sheakhala Light railway is worked on the terms contained in the Bengal Government Notification No. 112, dated the 26th March 1895, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

16th July 1889 (between the District Board of Hooghly and the Bengal District Road Tramways Company).

The general conditions are as follows :—

Aid by the District Board.—The District Board of Hooghly have guaranteed to make up the net earnings to Rs. 950 per mile constructed and opened per annum. The free use of a width of 6 feet along one side of the district road, has been granted to the company for the purpose of laying the line, provided that there shall nowhere be a less width of metalled road clear of the inner rail of the line than 16 feet.

Currency of agreement.—The agreement is current for a period of 21 years. In the event of the District Boards exercising, in conjunction with the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1883 (Bengal Code), the price to be placed upon the tramway is to be calculated by adding to the value of the whole tramway with all its equipment as then constituted a bonus of 15 per cent. over and above such value.

Terms of working.—Whenever the net earnings of the company are in excess of 4 per cent. upon the capital of the company actually paid up and expended for the time being, surplus profits are divided between the company and the District Board of Hooghly in the proportion of two-thirds to the Company and one-third to the District Board.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. of net earnings on capital outlay.	Subsidy from District Board.	Total income.	Per cent. of total income on capital outlay.	Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	6,09,398	76,166	16,768	2·75	4,267	21,035	3·45	70	72·12
1899	6,09,434	73,396	21,453	3·52	—250	21,203	3·48	65	70·77
1900	6,09,446	76,019	26,824	4·40	—999	25,825	4·24	74	64·71
1901	6,09,446	75,579	23,165	3·80	1,108	24,273	3·98	77	70·52
1902	6,09,565	82,019	31,739	5·20	—550	31,189	5·12	80	61·33
1903	6,14,715	87,049	34,950	5·68	—668	34,282	5·57	85	59·85
1904	6,14,715	86,261	39,055	6·35	—2,747	36,308	5·91	84	54·72
1905	6,13,608	88,266	38,128	6·21	—2,419	35,709	5·82	86	56·80
1906	6,14,396	90,595	37,047	6·02	—2,548	34,499	5·62	88	59·11

APPENDIX 38—*concld.*

History of railways constructed and in progress.

[For Index see page 112.]

Number $\frac{\text{Main head 38}}{\text{Sub-head (a)}}$. **JORHAT (STATE) RAILWAY** (2′ 0″ gauge)—

The line was constructed out of Provincial revenues by the Government of Assam for the convenience of the numerous tea gardens in the neighbourhood of Jorhat.

Details of construction—

The line is 31·75 miles long, *viz.*, main line (Borghop to Titabar), 24·75 miles, and Mariani branch, 7 miles. Construction was sanctioned in 1883 ; the main line was opened in 1887 and the branch in 1885.

Permanent-way.—Excepting 2·51 miles of the line between Jorhat and Gosaigaon, which is laid with steel rails 30-lb. to the yard, the rest of the line, including the section from Gosaigaon to Borghop, is laid with steel rails, 18-lb. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—Four miles on a gradient of 1 in 800.

Terms of contract—

The line is owned and worked by the State.

Statistics of working—

Calendar year.	Table I. Capital outlay to end of each year.	Gross earnings.	Net earnings.	Per cent. on capital outlay.	Interest.	Gain or loss to the State.	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1884	4,38,333	1,161	—483	...	17,533	—18,016	40	141·60
1885	5,14,641	31,828	—7,455	...	19,395	—26,850	25	128·14
1886	5,84,608	38,271	—13,887	...	22,026	—35,913	28	136·28
1887	6,79,372	49,199	—13,772	...	26,608	—40,380	32	127·99
1888	7,10,376	55,477	75	...	27,807	—27,732	38	99·86
1889	7,33,649	59,665	—3,543	...	29,057	—32,600	42	105·94
1890	7,42,351	61,967	6,162	0·85	29,448	—23,286	44	90·06
1891	7,51,421	64,583	1,483	0·20	30,026	—28,543	47	97·70
1892	7,54,791	66,079	11,789	1·56	30,107	—18,318	48	82·16
1893	7,99,680	69,810	14,436	1·81	32,013	—17,577	52	79·32
1894	8,18,184	71,933	11,201	1·37	32,587	—21,386	52	84·43
1895	8,28,409	84,696	18,720	2·26	32,919	—14,199	61	77·81
1896	8,65,300	89,996	13,745	1·59	33,592	—19,847	65	84·73
1897	9,02,416	96,186	14,124	1·57	36,102	—21,978	69	85·33
1898	9,09,445	95,958	20,135	2·21	36,179	—16,044	70	79·02
1899	9,31,626	96,488	—5,946	...	37,228	—43,174	72	106·16
1900	9,08,643	86,695	—15,664	...	36,341	—52,005	68	118·05
1901	9,01,038	83,184	—4,169	...	36,248	—40,417	56	105·01
1902	8,95,693	86,641	—3,655	...	36,237	—39,892	57	104·22
1903	9,08,343	90,710	13,594	1·51	36,408	—22,814	59	85·01
1904	9,03,781	74,293	—3,840	...	36,260	—40,100	47	105·17
1905	9,06,441	78,600	2,458	0·27	36,480	—34,022	50	96·87
1906	9,09,185	92,540	12,995	1·43	37,419	—24,424	59	85·95

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
A			
Abasana-Suigam branch (Bombay)	.....	.....	.....
Aden railway (Bombay)	.....	(*i*) Aden and Nobat Dakim *viâ* Lahej.	Not surveyed ...
		Alternative	
		(*ii*) Aden and Sheikh Othman and D'thala.	Ditto ...
Agra-Bharatpur railway (United Provinces and Rajputana) (*New project*).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Agra and Bharatpur ...	Survey sanctioned ...
Agra-Hathras railway (United Provinces).	Do.	Agra and Hathras ...	Surveyed ...
Allahabad-Benares railway (United Provinces).	Bengal and North-Western railway.	Allahabad and Benares ...	Ditto ...
		Mirzapur Branch ...	Ditto ...
Ammayanayakkanur-Uttamapalaiyam railway (Madras).	South Indian railway ...	Ammayanayakkanur and Uttamapalaiyam.	Surveyed ...
Amraoti-Ellichpur light railway (Central Provinces).	Great Indian Peninsula railway.	Amraoti and Ellichpur ...	Surveyed ...
Amraoti-Sonnair railway (Central Provinces) (*New project*).	Ditto	Amraoti & Sonnair *viâ* Morsi	Under survey ...
Arakan Coast extensions (Burma)	.....	.....	.....
Arsikere—Mangalore railway (Mysore and Madras).	Southern Mahratta railway	Arsikere and Mangalore ...	Surveyed ...
Assam-Burma connection railway (Eastern Bengal and Assam, and Burma).	Assam-Bengal railway.	(*i*) Chittagong-Akyab-Minbla (Aeng pass route). ...	Surveyed ... ...
		Alternatives	
		(*ii*) Lumding-Manipur-Tam mu-Yuwo-Kyathin (Manipur route).	Do. ... ...
		(*iii*) Makum to Mogaung (Hukong Valley route).	Do. ... ...
		(*iv*) Chittagong Zadabin-Prome.	
		Prome to Zadabin ...	Do. ... ...
		Taungup branch ...	Do. ... ...
		Zadabin to Zibingyi ...	Reconnoitred ...
Auriya-Rura railway (United Provinces) (*New project*).	East Indian railway ...	Auriya and some point between Cawnpore and Phaphund (say Rura).	Survey sanctioned ...
Azamgarh-Goshainganj United Provinces.	Bengal and North-Western railway.	Azamgarh and Goshainganj ...	Under survey ...
B			
Bachhwara-Rowsara branch (Bengal).	Bengal and North-Western railway (Tirhoot section).	Bachhwara and Rowsara ...	Not surveyed ...
Badin-Jungshahi extension (Bombay).	.....	.....	.....
Bagalkot-Hungund branch (Bombay)	Southern-Mahratta railway.	Bagalkot and Hungund ...	Surveyed ...

DIX 38-A.

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
...	...	...	See "Deesa-Tharad railway."
2′ 6″	40	...	The consideration of the question of railway construction at Aden has been deferred.
...	...	...	
5′ 6″	33	...	This line has been proposed with a view to making Agra one of the termini of the Nagda-Muttra railway, which is now under construction.
3′ 3⅜″	30	...	The survey has been completed but the results have not yet been received by the Railway Board.
3′ 3⅜″	91·7	49,48,539	The chief object of this project is to place the metre gauge lines of the Doabs in direct and unbroken communication with the capital of the United Provinces.
3′ 3⅜″	10·3	5,20,000	The line has been brought under construction since the close of the year.
3′ 3⅜″	61·46	...	This line has been proposed by the District Board of Madura who are levying a special cess for promoting railway construction in the district. It was originally intended that the line should start from Dindigul, but at the suggestion of the Agent, South Indian railway, Ammayanayakkanur has been adopted as the point of junction with that line. The survey has been completed and the results are awaited.
2′ 6″	30·64	7,92,953	
5′ 6″	100	...	
...	...	...	See "Prome-Taungup" and "Zadabin-Zibingyi" under "Assam-Burma connection railway."
2′ 6″	135·71	85,43,784	The line is intended to afford connection between the coffee estates on and near the top of the Mysore plateau with Mangalore port. The Arsikere-Hassan section (27·81 miles) is estimated for a metre gauge substructure, owing to the probability of its eventually forming part of the Mysore-Arsikere chord.
3′ 3⅜″	450	7,00,00,000	The results of the surveys of the first three routes were forwarded to the Secretary of State for India in 1896, when the Government of India recorded the opinion that they were unable to support the immediate construction of any of the projected lines: as there was no prospect of any of them being commercially successful, and that, while the Military authorities preferred the Manipur route, the connection was of no urgency from either a political or military standpoint.
3′ 3⅜″	385	6,50,00,000	
3′ 3⅜″	284	3,83,00,000	The fourth and most southerly of these routes includes branches to Taungup and Akyab and was proposed in 1905 by the Government of Burma, who carried out from Provincial funds the survey from Prome to Zadabin and Taungup and the reconnaissance from Zadabin to Zibingyi, and urged the carrying out from Imperial funds of a detailed survey of the Zadabin-Chittagong section, including the Akyab branch. The proposal is under consideration. [See also "Buthidaung-Maungdaw railway".]
3′ 3⅜″	109½	2,48,89,800	
3′ 3⅜″	4	2,72,500	
3′ 3⅜″	170	1,87,00,000	
Not stated, probably 5′ 6″.	19	...	
3′ 3⅜″	59	...	
3′ 3⅜″	14	5,50,000	
...	...	...	See "Lower Sind branches."
3′ 3⅜″	31	24,41,757	This line will form a feeder to the Bijapur branch of the Southern Mahratta railway.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
B—*contd.*			
Bahadarpur (Garda)-Songhir extension (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).	Bahadarpur and Songhir ...	Surveyed ...
Balamau-Sitapur railway (United Provinces).	Oudh and Rohilkhand railway.	Balamau and Sitapur ...	Surveyed ...
Bangalore (Taragupet)-Chikballapur light railway (Mysore).	Southern Mahratta railway.	Bangalore and Chikballapur ...	Surveyed ...
Bankura (or Bishenpur)-Calcutta chord railway (Bengal).	Bengal-Nagpur railway	Bishenpur *vid* Bhandarhati, and Hooghly or Howrah or that neighbourhood.	Surveyed ...
Bansdih road-Maneerghat branch (United Provinces).	Bengal and North-Western railway.	Bansdih road and Maneerghat.	Under survey ...
Baran-Marwar railway (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Baran and Marwar with extensions—	Surveyed ... ...
		(*i*) Jehazpur to Nasirabad ...	Do. ... ...
		(*ii*) Jehazpur to Paondero ...	Do. ... ...
Baran-Nasirabad railway (Rajputana).	.....	.....	.....
Baroda-Savli railway (Bombay) ...	Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).	Baroda and Savli	Surveyed ... ...
Barwaha-Bodeli light railway (Central India).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Barwaha to Bodeli	Reconnoitred ...
		Alternative.	
		Barwaha to Nandod... ...	Ditto ...
Baura-Matabhangah-Konaghat extension (Eastern Bengal and Assam).	Bengal Dooars railway	Baura and Konaghat ...	See "Remarks" ..
Bausi-Baidyanath railway (Bengal)	East Indian railway ...	(*i*) Bausi to Baidyanath ...	Surveyed ...
		Alternative.	
		(*ii*) Bausi to Adjai ...	Do. ...
Belapur (or Lakh)-Sangamner branch (Bombay).	Great Indian Peninsula railway.	Lakh and Sangamner ...	Reconnoitred ...
Bellarpur-Warangal railway (Central Provinces and Hyderabad, Nizam's).	.....	.....	.....
Belo-Shahbunder light railway (Bombay).	.....	.....	.....
Berhampur-Gopalpur light railway (Madras).	.....	.....	.....
Berhampur-Russelkonda light railway (Madras).	.....	.....	.....
Bezwada-Jaggiapett branch (Madras).	Madras railway ...	Bezwada and Jaggiapett ...	Not surveyed ...
Bhagalpur-Nalhati (or Ahmadpur) railway (Bengal).	East Indian railway ...	Bhagalpur and Nalhati or Ahmadpur.	Do. ...

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corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
2' 6"	8 (Bahadarpur to Heran river).	5,84,000	The line will be constructed by the Baroda Durbar in whose territory it will entirely lie.
5' 6"	37·12	19,45,446	The Secretary of State has approved of the construction of this line as part of the Oudh and Rohilkhand railway.
2' 6"	38·99	7,19,765	No application has yet been made to the Railway Board for the construction of this line.
5' 6"	See "Remarks."		The length and estimated cost are as follows:— Miles. Rs. Bishenpur to Hooghly . 71·44 . Double line . . 1,32,55,476 Single " . . 91,02,355 " " Howrah . 81·00 Double " . . 1,47,11,125 Single " . . 1,00,74,837 To the above has to be added the cost of a bridge over the Hooghly and approaches (double line), estimated at Rs. 72,57,856 for 5·92 miles if constructed at Cossipore, or Rs. 54,46,956 for 5·19 miles, if constructed at Panihati.
3' 3⅜"	13	.....	The line has been proposed by the Bengal and North-Western railway as a feeder to their main line.
3' 3⅜"	213·39	1,36,66,806	Two lines were surveyed in 1898-99, *viz.*, Baran to Nasirabad and Baran to Marwar, the length and cost of the former being 153·29 miles and Rs. 96,11,662, respectively.
3' 3⅜"	60	Not given separately.	The Baran-Kotah section of this line is under construction.
3' 3⅜"	70·85	31,62,877	
...	...	...	See "Baran-Marwar railway."
2' 6"	32	...	The results of survey have not yet been submitted.
2' 6"	163½	54,28,691	The alternative to Nandod includes a bridge over the Nerbudda, which partly accounts for the higher cost.
2' 6"	193½	72,49,284	
3' 3⅜"	20	...	The survey of this line by the agency of the Bengal Dooars railway was sanctioned by the Government of India in 1900, but the results have not yet been received.
5' 6"	44·43	32,35,066	
5' 6"	44·94	32,96,899	
5' 6"	32·86	...	An alternative alignment, four miles shorter, from Belapur *viâ* Bablishwar, was also examined but the estimates of cost have not been submitted.
...	...	...	See "North and South railway."
...	...	...	See "Light railways in Sind."
...	...	...	See "Ganjam District Light railways."
...	...	...	Ditto.
5' 6"	54	43,50,000	
5' 6"	...	...	This line will probably be constructed by the East Indian Railway Company.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
B—*concld.*			
Bhamo-Momein (Tengyueh) railway (Burma).	Burma railways, across a ferry between Bhamo and Katha.	Bhamo and Momein ...	Reconnoitred ...
Bhatni-Bettiah extension (Bengal)	Bengal and North-Western railway.	Bhatni and Bettiah ...	Partly surveyed ...
Bhojudih-Daltonganj railway (Bengal).	Bengal-Nagpur railway	Bhojudih and Daltonganj ...	Surveyed ...
Bilaspur-Mungeli-Mandla railway (Central Provinces).	Bengal-Nagpur railway	Bilaspur and Mandla ...	Under survey ...
Bir-Bhopal railway (Central India and Central Provinces). (*New project.*)	Great Indian Peninsula railway.	Bir and Bhopal	Being reconnoitred ...
Bishenpur (or Bankura)-Calcutta railway.	.....	.....	.....
Bombay-Sind connection railway (Cutch, Sind and Bombay).	Bombay, Baroda and Central India railway.	Viramgam and Badin— (i) Northern route ... (ii) Cutch route ...	Reconnoitred ... Do. ...
Bombay-Southern Mahratta railway (Bombay).	Southern Mahratta railway.	Karad Road and Hogg Island and Vingorla.	Not surveyed ...
Borawar (or Degana)-Hissar railway (Rajputana and Punjab).	Jodhpur-Bikaner railway	Borawar (or Degana) and Hissar	Under survey ...
Borjan-Suntak tramway (Eastern Bengal and Assam).	Assam-Bengal railway ...	Borjan and Suntak	Not surveyed ...
Broach-Jambusar-Masor Road railway (Bombay).	Bombay, Baroda and Central India railway.	Broach and Masor Road ...	Not surveyed ...
Burdwan-Kutwa railway (Bengal)	East Indian railway ...	Burdwan and Kutwa ...	Surveyed ...
Buthidaung-Maungdaw railway (Burma).	.....	Buthidaung and Maungdaw ...	Surveyed for a 2′ 0″ tramway.
C.			
CACHAR DISTRICT TRAMWAYS—			
Sealtick—Lala Bazar (Eastern Bengal and Assam).	Assam-Bengal railway	Sealtick and Lala Bazar ...	Reconnoitred by the promoters.
Silchar—Duarbund (Eastern Bengal and Assam).		Silchar and Duarbund ...	Ditto ...
Silchar—Tikalpur (Eastern Bengal and Assam).		Silchar and Tikalpur ...	Ditto ...
Calcutta Central railway (Bengal)	East Indian railway	Howrah and Sealdah ...	Not surveyed ...
Captainganj-Padrauna branch (United Provinces).	Bengal and North-Western railway.	Captainganj and Padrauna ...	Not surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
2′ 6″	124	1,14,42,000	A detailed survey has been sanctioned and is in progress.
3′ 3⅜″	50	...	The survey was carried out in 1903 up to the east bank of the Gandak river, about 42 miles, and was then abandoned by the Bengal and North-Western railway.
5′ 6″	171	1,68,00,000	
2′ 6″	170	...	This line will shorten the distance between Nainpur, the centre of the Satpura system, and Calcutta by about 56 miles.
5′ 6″	110	...	This line has been proposed as an alternative to the doubling of the section from Itarsi to Bhopal.
...	...	...	See "Bankura (or Bishenpur)-Calcutta railway."
5′ 6″	269	2,12,73,000	These routes were reconnoitred during 1906. Both start from Viramgam and terminate at Badin. The northern route passes through Radhanpur, Suigam, Nagar Parker and Rohim-ki-Bazar, while the southern route, which traverses the territory of His Highness the Rao of Cutch, goes *vid* Malia, Anjar, Bhuj and Lakhpat.
5′ 6″	304	2,36,14,250	
3′ 3⅜″	202	1,58,09,000	
3′ 3⅜″	180	33,07,790	This line has been proposed by the Jodhpur and Bikaner Durbars for construction and working as part of the Jodhpur-Bikaner railway. It will be about 200 miles in length if Degana be taken as the initial point. It will probably supersede the Kuchaman-Sirsa chord railway.
6 miles 3′ 3⅜″	8	...	
2 „ 2′			
2′ 6″	31	...	The Baroda Durbar offered to construct the line in 1903, but have since abandoned it.
5′ 6″	34	26,49,418	This line will probably be constructed by the East Indian railway as part of their undertaking when funds are available.
3′ 3⅜″	17·25	...	The Arakan Company, Limited, are negotiating with the Government of Burma for the construction of this line, with the possibility of its ultimate absorption in the Prome-Zadabin-Chittagong scheme. [See "Assam-Burma railway connection".] This proposal is under consideration. The original proposal by the Company was for a 2′ 0″ tramway (for which alone a survey has been made) at an estimated cost of Rs. 9,49,858. It has since been dropped. The Railway Board have approved of a survey being carried out on the 3′ 3⅜″ gauge at the expense of Government.
2′ 6″	24	14,75,405	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The proposals fell through owing to the inability of the Local Administration to guarantee interest on capital at 3 per cent. per annum which the promoters had asked for.
2′ 6″	22		
2′ 6″	14		
5′ 6″	...	£1,500,000	The scheme comprised a permanent road and railway bridge over the Hooghly at the site of the existing floating bridge, a central passenger station at Calcutta and an elevated junction railway to unite the East Indian and Eastern Bengal State railways and the Kidderpore docks. The estimated cost represents the total capital proposed to be raised, the figure being increased to £2,750,000 if a broad avenue to afford access to the Central station from Howrah be included in the scheme. In view of the objections of the Special Committee appointed to report on the scheme, the opinions expressed by the Government of Bengal and the fact that the project did not receive the support of those most interested in its execution, the offer made in 1898 by a Syndicate to form a company to undertake the work was not accepted.
3′ 3⅜″	18	...	

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
C.—*concld.*			
Cawnpore-Banda railway (United Provinces) (*New project*).	Great Indian Peninsula railway.	Cawnpore to Banda *viâ* Hamirpur and Maudha, with a branch from Maudha to Harpalpur *viâ* Rath.	Under survey ...
Cawnpore-Hamirpur railway (United Provinces).	East Indian railway ...	Cawnpore to the river Jumna opposite Hamirpur.	Not surveyed ...
Cawnpore-Rae Bareli-Fyzabad railway (United Provinces).	Great Indian Peninsula railway.	Cawnpore and Fyzabad ...	Partly surveyed ...
Changa Manga-Chunian-Pakpatan branch (*Punjab*).	North Western railway	Changa Manga and Pakpatan ...	Not surveyed ...
Chansama-Harij railway extension to Kathi (Bombay) (*New project*).	Bombay, Baroda and Central India railway (Gaekwar's Mehsana).	Harij and Kathi ...	Not stated ...
Chicacole Road—Calingapatam light railway (Madras). Chicacole Road-Gunipur light railway (Madras). Chicacole Road—Parvatipur light railway (Madras).	...	...	...
Chhor-Tatta railway (Bombay) ...	...	...	...
Chupra-Mashrak railway (Bengal)	Bengal and North-Western railway.	Chupra and Mashrak ...	Under survey ...
Cuddalore-Vriddhachalam railway (Madras).	South Indian railway ...	Cuddalore and Vriddhachalam...	Surveyed ... ...
D.			
Dacca-Aircha extension (Eastern Bengal and Assam).	...	...	...
Dacca-Mymensingh railway extensions (Eastern Bengal and Assam)	Dacca section, Eastern Bengal State railway.	(*i*) Dacca to Aircha ...	Surveyed ... ...
		Alternative. Tangi, *viâ* Dassora, to Aircha.	Do. ... ...
		(*ii*) Mymensingh, *viâ* Netrokona to Bara Ari, with a branch from Shambhuganj to Gauripur.	Do. ... ...
		(*iii*) Singhjani, *viâ* Sherpur, to Nalitabari.	Do. ... ...
		(*iv*) Netrokona to Langar Bazar	Do. ... ...
Dalla-Dedaye railway (Burma) ...	Burma railways ...	Dalla to a point opposite Dedaye	Reconnoitred ...
		With a branch to Twante ...	Do. ...
Damoh-Atarra light railway (Central Provinces and Central India).	Great Indian Peninsula railway.	Damoh and Atarra ...	Do. ...
Darbhanga-Khagaria chord (Bengal).	Bengal and North-Western railway. (Tirhoot section.)	Darbhanga and Khagaria ...	Under survey ...
Darrang District tramway (Eastern Bengal and Assam).	.....	.....	.....

DIX 38-A—*continued.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
5′ 6″	147	...	This will include the Cawnpore-Hamirpur railway project.
...	35⅓	...	The line is assumed to cost Rs. 15,000 per mile on the 2′ 6″ gauge. Proposals were received in 1904 for its construction as a steam tramway on the 2′ gauge. The District Board of Cawnpore agreed to guarantee interest on working capital at 4 per cent. on condition of receiving a moiety of surplus profits. In 1995 the promoters intimated that they did not desire to proceed with the scheme. The Cawnpore-Banda railway will include this line.
5′ 6″	140	1,12,00,000	This line was proposed by the late Indian Midland Railway Company in 1899. The Cawnpore-Rae Bareli section, 58 miles, has been surveyed by the Oudh and Rohilkund railway, and the results are awaited.
5′ 6″	70	56,00,000	This branch was selected by the Committee, appointed by the Punjab Government in 1896 to report upon railway feeders, as the most suitable out of many projects put forward for serving the rich irrigated tract on the right bank of the Sutlej. The major portion of this line will be merged in the Patti-Lodhran railway, which is at present under survey.
3′ 3⅜″	7½	...	This line will probably be constructed by the Baroda Durbar in whose territory it will entirely lie.
...	...	...	See under "Ganjam District light railways."
...	...	...	See under "Light railways in Sind."
3′ 3⅜″	21	...	
3′ 3⅜″	34	...	The results of survey have not yet been received by the Railway Board.
...	...	...	See under "Dacca-Mymensingh railway extensions."
3′ 3⅜″	45	76,71,060	
3′ 3⅜″	45	75,72,105	
3′ 3⅜″	36·5	27,26,812	Includes the cost of a bridge over the Brahmaputra. If a ferry, instead of a bridge, be provided, the cost would be Rs. 20,92,797. Proposals were received in 1904, from a Syndicate, for the construction of the Mymensingh-Netrokona railway on the metre gauge and of the Singhjani-Sherpur-Nalitabari line on the 2′ 6″ gauge. The promoters were informed in the same year of the terms on which a concession could be granted.
3′ 3⅜″	25	12,38,886	For a well equipped line, with ferry. For a cheap line with, and without, ferry the cost is estimated at Rs. 9,21,250 and Rs. 8,40,250, respectively.
3′ 3⅜″	50·5	...	The results of survey are awaited.
3′ 3⅜″	34½	16,85,814	The line was proposed to serve the delta of Lower Burma. It would have to contend against keen river competition and, therefore, its prospects are not promising.
3′ 3⅜″	14½	7,11,472	
2′ 6″	151	27,18,000	This line was put forward by the late Indian Midland Railway Company in 1899 as a feeder to their railway system.
3′ 3⅜″	59	...	
...	...	...	See "Mangaldai tramway."

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
D.—*concld.*			
Deesa-Tharad railway (Bombay)...	Bombay, Baroda and Central India railway (Palanpur-Deesa).	Deesa to Tharad with branches—	
		(*i*) Diodar to Radhanpur.	Surveyed ...
		(*ii*) Abasana to Suigam ...	Do. ...
Degana (or Borawar)-Hissar railway (Rajputana and Punjab).	.....	.....	.....
Dehra-Mussooree-Landour railway (United Provinces).	Oudh and Rohilkund railway. (Hardwar-Dehra.)	Dehra to Mussooree ...	Surveyed ...
		Mussooree to Landour ...	Not surveyed ...
Dehra Ghazi Khan-Sakhi Sarwar branch (Punjab).	North Western railway...	Dehra Ghazi Khan and Sakhi Sarwar.	Do. ...
Dhak branch (Punjab) (*New project*).	Ditto ...	Dhak to the foot of the hills near Katha.	Under survey ...
Dharmapuri-Bangalore railway (Madras and Mysore).	Madras railway ...	Dharmapuri *viâ* Palakodu to Bangalore with a branch from Palakodu to Krishnagiri.	Surveyed ... ...
Dholka-Dhandhuka-Ranpur extension (Bombay).	Bombay, Baroda and Central India railway (Ahmedabad-Dholka).	Dholka to Dhandhuka *viâ* Fedra	Do. ...
		Alternative.	
		Dholka to Dhanduka *viâ* Gamph	Do. ... ...
		Dhandhuka to Ranpur ...	Reconnoitred ...
Dhulia-Amalner branch (Bombay).	Great Indian Peninsula railway.	Dhulia and Amalner ...	Surveyed ... ...
Dindigul-Palghat railway (Madras)	South Indian railway ...	Dindigul to Palni ...	Do. ...
		Palni to Palghat *viâ* Pollachi and Kollengode.	Do. ...
Dindigul-Uttamapalaiyam railway (Madras).	.....	.....	.....
Diodar-Radhanpur branch (Bombay).	.....	.....	.....
Dodbele-Kolar gold-fields railway (Mysore) (*New project*).	Southern Mahratta railway (Mysore section).	Dodbele to the Kolar gold-fields...	Not surveyed ...
Dudhwa branch extension to Ramnagar ghat (United Provinces).	Rohilkund and Kumaon railway.	Sonaripur and Ramnagar ghat ...	Surveyed ...
Dusi-Salur light railway (Madras)	Bengal-Nagpur railway	Dusi to Salur *viâ* Bobbili with a branch from Paddapenki to Parvatipur.	Not surveyed ...
F			
Fatehpur-Markundi chord (United Provinces).	East Indian railway ...	Fatehpur to Markundi ...	Surveyed ...
		Alternatives.	
		(*i*) Fatehpur to Karwi ...	Do. ...
		(*ii*) Khaga to Manikpur ...	Do. ...
G.			
Gadag-Yalvigi railway (Bombay)	Southern Mahratta railway.	Gadag to Yalvigi with gold mine branches—	Surveyed ... ...
		(1) Gadag to Kabulayatkatti ...	Do. ...
		(2) Nabapur on (1) to Sangli ...	Do. ...
		(3) Beldahadi on (1) to Hosur ...	Do. ...
Gajroula-Chandpur railway (United Provinces).	Oudh and Rohilkund railway.	Gajroula and Chandpur ...	Do. ... ...

DIX 38-A.—*continued.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
3′ 3⅜″	84·84	22,71,957	This line will be an extension of the existing Palanpur-Deesa railway.
3′ 3⅜″	16	...	The results of survey have not yet been received.
...	...	...	See "Borawar (or Degana)-Hissar railway."
2′ 0″	27	32,52,895	An alternative to the Dehra-Mussooree project would be to extend the Hardwar-Dehra railway on the 5′ 6″ gauge to Raipur or some place at the foot of the hills and to connect Mussooree by a rope incline.
...	...	...	
5′ 6″	35	35,00,000	
5′ 6″	10	...	This line has been proposed chiefly in the interests of coal trade.
2′ 6″	92	...	The surveys have been completed and the results of survey are awaited.
3′ 3⅜″	38·64	...	The surveys have been completed and the results are awaited.
3′ 3⅜″	44·50	...	
3′ 3⅜	16⅜	4,62,000	
5′ 6″	20	20,00,000	
3′ 3⅜″	35·21	33,52,000	
5′ 6″	35·21	44,47,000	The South Indian railway has been authorized to prepare an estimate for this line on the 3′ 3⅜″ gauge.
5′ 6″	77·68	99,02,257	
...	...	...	See "Remarks" against "Ammayanayakkanur-Uttamapalaiyam railway."
...	...	...	See "Deesa-Tharad railway," of which this line is proposed to form a branch.
3′ 3⅜″	80	...	This line has been urged by the Mysore Durbar in consideration of its administrative advantages and as likely to develop a rich and populous part of the State. The Government of India have approved of a reconnaissance being carried out at the cost of the Mysore Durbar to ascertain its financial prospects.
3′ 3⅜″	20·79	4,58,891	This line is intended primarily to serve the Government forests.
2′ 6″	65	...	This line, which is situated in the Vizagapatam district, was proposed by an English Syndicate who put forward proposals for the construction of certain light railways on the 2′ 6″ gauge in the Ganjam District.
5′ 6″	72·2	98,46,166	
5′ 6″	52·0	72,59,200	
5′ 6″	56·7	85,98,362	
3′ 3⅜″	33·58	...	This line is intended to form a chord between the main line and the Harihar branch of the Southern Mahratta railway. Part of it will also supply a branch to the Dharwar goldfields. The surveys have been completed and the results are awaited.
3′ 3⅜″	13·65	...	
3′ 3⅜″	5·39	...	
3′ 3⅜″	2·87	...	
5′ 6″	22·15	5,95,953	

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
G—*concld.*			
Ganges bridge :— at Godagari (Eastern Bengal and Assam). *or*	Eastern Bengal State railway, Katihar extension.	Lalgola and Godagari ...	Surveyed ... ...
at Sara (Eastern Bengal and Assam).	Eastern Bengal State railway, Northern section.	Damukdia and Sara ...	Do. ... ...
Ganjam District light railways (Madras).			
The lines comprised in this scheme are :—			
(i) Berhampur-Gopalpur (Madras).	Bengal-Nagpur railway	Berhampore and Gopalpur ...	Not surveyed ...
(ii) Berhampur-Russelkonda (Madras).	Ditto.	Berhampur and Russelkonda ...	Surveyed ... ...
(iii) Chicacole road-Calingapatam (Madras).	Ditto.	Chicacole road and Calingapatam	Not surveyed ...
(iv) Chicacole road-Gunipur (Madras).	Ditto.	Chicacole road and Gunipur ...	Not surveyed ...
(v) Chicacole road-Parvatipur (Madras).	Ditto.	Chicacole road and Parvatipur ...	Not surveyed ...
(vi) Parlakimedi-Baruva (Madras).	Ditto.	Parlakimedi and Baruva ...	Not surveyed ...
Garda (Bahadarpur)-Songhir extension (Bombay).	.....	... ...	.....
Gheria extension (Bengal) ...	Eastern Bengal State railway.	Lalgola and a point on the mouth of the Bhagirathi river near Gheria.	Surveyed ...
Goalundo-Narayangunj extension (Eastern Bengal and Assam).	Eastern Bengal State railway.	Lakhee Khal Hat (opposite Faridpur) and Munshiganj.	Do. ...
Godagari bridge (Eastern Bengal and Assam).	.....	.....	.....
Gogra bridge at Chand-deara Ghat (United Provinces).	Bengal and North-Western railway.	Chand-deara Ghat and Manjhee Ghat.	Surveyed ... ...
Guntur-Repalli branch (Madras)	Southern Mahratta railway.	Guntur and Repalli ...	Surveyed ...
Gurumaishini-Sini railway (Bengal)	Bengal-Nagpur railway ...	Gurumaishini and Sini ...	Do. ...
H.			
Hajiganj-Shatnal branch (Eastern Bengal and Assam).	Assam-Bengal railway .	Hajiganj and Shatnal . . .	Surveyed . . .
Hansi-Jakhal railway (*Punjab*) .	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Hansi and Jakhal . . .	Surveyed . . .
Harda-Hindia railway (Central Provinces).	Great Indian Peninsula railway.	Harda and Hindia . . .	Not surveyed . . .
Hardoi-Sandi branch (United Provinces).	Oudh and Rohilkhand railway.	Hardoi and Sandi . . .	Surveyed . . .
Harpalpur-Kalpi light railway (United Provinces).	Great Indian Peninsula railway.	Harpalpur and Kalpi . . .	Partly surveyed . .

DIX 38-A.—*continued.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
Undecided (probably mixed 5' 6" and 3' 3⅜")	...	1,10,00,000	The Committee appointed by the Government of India to investigate and report on the bridging of the Ganges have, since the close of the year, submitted their report, which is under the consideration of the Government.
Ditto ...	...	1,30,00,000	
2' 6"	8	2,00,000	These lines were put forward by an English syndicate who proposed to take over from the Raja of Parlakimedi the 2' 6" gauge railway between that place and Naupada.
2' 6"	49·08	14,90,711	
2' 6"	24	6,00,000	
2' 6"	65	17,85,000	
2' 6"	42	10,50,000	
2' 6"	35	8,75,000	
...	...	...	See "Bahadarpur (Garda)-Songhir extension".
5' 6"	13·47	9,18,960	The object of the scheme is to provide a *ghat* station, which can be relied on in the high-water season, on the right bank of the Ganges for the Godagari-Lalgola ferry. It has been decided to await the results of working at Lalgola ghat before undertaking the construction of the line.
3' 3⅜"	40	58,46,738	The project provides for an ordinary transhipment ferry between Lakhee Khal Hat and Faridpur, and a wagon and passenger ferry at Munshiganj.
...	...	...	See "Ganges bridge".
3' 3⅜"	...	See "Remarks."	The cost of bridge and approaches is Rs. 31,15,511, but including the cost of raising capital and the interest on capital during construction, it amounts to Rs. 35,51,682. The project is under revision in accordance with the instructions sent out by the Board of Directors in England.
3' 3⅜"	38	17,33,687	The District Board of Guntur are desirous of constructing this line. The Government of Madras have been asked to report whether there is any prospect of the District Board being able to raise the necessary capital without State assistance.
5' 6"	44	32,27,438	This line has been projected in connection with Messrs. Tata & Sons' scheme for iron and steel works near Sini.
3' 3⅜"	24·39	32,81,500	This project is for the establishment of a connection between the Assam-Bengal and the Eastern Bengal State railways by means of a wagon ferry between Shatnal and Narayanganj on the Goalundo-Narayanganj extension of the latter line.
3' 3⅜"	50·57	20,45,764	This line would connect the Southern Punjab railway at Jakhal with the Rajputana-Malwa railway at Hansi. It may, however, be superseded by the proposed extension of the Patiala-Jakhal railway *viâ* Hissar to Narnaul.
.....	.....	.....	This railway was recommended as a feeder line by the Great Indian Peninsula railway.
5' 6"	14·39	3,62,004	
2' 6"	102	15,90,924	Only the Harpalpur-Rath section (25·88 miles) was surveyed by the late Indian Midland railway for a 2'0" gauge line, from the results of which the present estimates have been prepared.
			This line will probably be superseded by the Cawnpore-Hamirpur-Banda railway with a branch from Maudha *viâ* Rath to Harpalpur, for which the Government of the United Provinces has expressed a preference.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
H – *concld.*			
Harpalpur-Nowgong light railway (United Provinces and Central India).	Great Indian Peninsula Railway.	Harpalpur and Nowgong . .	Surveyed . . .
Henzada-Pantanaw railway (Burma) (*New project*).	Burma railways ...	Henzada and Pantanaw ...	Reconnoitred ...
Hsipaw-Mong Nai extension (Burma).	Ditto ...	Hsipaw to Manpan	Surveyed ... ...
		Manpan to Mong Nai ...	Not surveyed ...
Hyderabad-Kistna river railway (Hyderabad, Nizam's).	Nizam's Guaranteed State railway.	Hyderabad and Kistna river ...	Surveyed ... ...
Hyderabad (or Kotri)-Karachi railway (Bombay).	...	...	...
I.			
Idar Road.—Brahma Khed extension (Bombay).	Bombay, Baroda and Central India railway (Ahmedabad-Parantij).	Idar Road and Brahma Khed ...	Surveyed ...
Itarsi.—Ellichpur railway (Central Provinces).	Great Indian Peninsula railway.	Itarsi and Ellichpur	Not surveyed ...
Itarsi.—Nagpur railway (Central Provinces).	.....	.....	.....
Itarsi.—Wardha railway (Central Provinces).	.....	.....	.....
J.			
Jalesar Road—Kasganj tramway (United Provinces).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Jalesar Road and Kasganj .	Not surveyed . .
Jammu-Srinagar railway (Kashmir).	North Western railway .	Jammu and Srinagar. The alternative routes are :—	
		(*i*) Larulari-Banihal route .	Surveyed .
		(*ii*) Chenab Valley-Banihal route.	Do. . .
		(*iii*) Golabgarh route .	Do. . .
Jamnagar-Salaya extension (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway (Rajkot-Jamnagar).	Jamnagar and Salaya . .	Not surveyed . .
Jehazpur-Nasirabad extension (Rajputana).	.....	.....	.....
Jehazpur-Paondero extension (Rajputana).	.....	.....	.....
Jhang-Sangla railway (Punjab) .	North Western railway .	Jhang and Sangla . . .	Surveyed . . .
Jullundur Doab group lines (Punjab) (*New project*).	North Western railway .	Hoshiarpur and Nawa Shahr .	Under survey . .

DIX 38-A—*continued.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
2′ 6″	19·22	2,71,762	This line was surveyed by the late Indian Midland railway on the 2′0″ gauge, on the results of which the present estimates are based.
3′ 3⅜″	53	32,58,228	A detailed survey of this line has been sanctioned since the close of the year.
3′ 3⅜″	50	35,61,178	The Government of Burma consider the Southern Shan States railway to be more urgent than this line.
...	...	...	
3′ 3⅜″	See "Remarks"	See "Remarks"	This line has been surveyed by the Nizam's Government, but the results have not yet been received by the Railway Board. It will be about 148 miles in length and will cost Rs. 1,23,68,000 roughly. In conjunction with the Kurnool-Dhone line it will form the southern portion of the through metre gauge connection between Northern and Southern India.
...	...	...	See "Light railways in Sind."
3′ 3⅜″	33·91	...	The proposals for the construction of this line by the Ahmedabad-Parantij Railway Company are under consideration. The surveys have been completed and the results are awaited.
...	...	...	This railway was recommended as a feeder line by the Great Indian Peninsula railway. It will be partly superseded by the projected Itarsi-Nagpur railway.
.....	.....	.....	See "North and South railway".
.....	.....	.....	See "North and South railway".
2′ 6″	50	15 to 20 lakhs	The Raja of Awa has applied to the Government of the United Provinces for a concession for this line with permission to utilize the existing road and the canal and road bridges for laying the line on.
2′ 6″	186½	2,38,61,500	The connection with Srinagar *vid* Sarai Kala and Abbottabad which is more feasible has been decided upon, *vide* "Sarai Kala-Abbottabad Srinagar railway."
2′ 6″	173	2,54,57,500	
2′ 6″	156·17	3,34,73,596	
3′ 3⅜″	35	.....	This project would probably be undertaken at the expense of the Jamnagar Durbar.
.....	.....	.....	See "Baran-Marwar railway."
.....	.....	.....	
5′ 6″	74·40	36,98,588	This line will be constructed by the State as an integral part of the North Western railway. Complete report is awaited.
5′ 6″	122½	.....	The projected railway starts at Hoshiarpur and passes through Adampur, Jullundur, Kapurthala, Sultanpur, Malsian, Nakodar, Nur Mahal, Rur Kha and Phagwara to Nawa Shahr with branches from Nawa Shahr to Garhshankar on the north and Rahon on the south. The following sections of the line were previously surveyed and estimated for :—

	Miles.	Gauge.	Cost.
Jullundur-Hoshiarpur . .	23·92	5′ 6″	14,10,000
Jullundur-Sultanpur . .	28·82	2′ 6″	10,41,376

The preparation of alternative projects for the whole line on the 5′ 6″ and 2′6″ gauges has been asked for.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
J.—*concld.*			
Jullundur-Hoshiarpur railway (Punjab).	.....	.....	.....
Jullundur-Kapurthala-Sultanpur railway (Punjab).	.....	.....	.....
K.			
Kalaura-Chhatak tramway (Eastern Bengal and Assam).	.....	.....	.....
Kalikiri-Rayachoti branch (Madras).	South Indian railway	Kalikiri or Piler and Rayachoti	Surveyed
Kamptee-Deolapar railway (Central Provinces).	Bengal-Nagpur railway	Kamptee to Deolapar with a branch from Munsar to Ramtek.	Not surveyed
Kangra Valley railway (Punjab)	North Western railway	Pathankot to Palampur with a branch from Aund to Dunera.	Reconnoitred
Karauli branch (Rajputana)	.....	Gungapur and Karauli	Not surveyed
Karimganj-Chandi Khira tramway (Eastern Bengal and Assam).	.....	.....	.....
Karnal—Kaithal-Nabha branch (Punjab).	East Indian railway (Delhi-Umballa-Kalka).	Karnal and Nabha	Not surveyed.
Karwi-Rajapur railway (United Provinces).	Great Indian Peninsula railway.	Karwi to Rajapur direct *Alternative.*	Under survey
		Karwi to Rajapur *vid* Pahari.	Ditto.
Kathgodam-Naini Tal branch (United Provinces).	Rohilkund and Kumaon railway.	Kathgodam and Naini Tal ...	Not surveyed.
Khamgaon-Jalna railway (Central Provinces and Hyderabad, Nizam's).	Great Indian Peninsula railway.	Khamgaon and Jalna ...	Surveyed.
Khandwa-Akola-Nanded railway (Central Provinces and Hyderabad, Nizam's).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Khandwa and Nanded ...	Surveyed.
Khanpur-Chachran railway (Punjab).	North Western railway	Khanpur and Chachran ...	Surveyed ... ...
Khijadia-Amreli railway (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway.	Khijadia and Amreli... ...	Partly surveyed ...
Kissengunge-Jalpaiguri railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Kissengunge and Jalpaiguri ...	Surveyed ... ...
Kosamba-Velachha— Zankavao-Vajipur branch (Bombay).	Bombay, Baroda and Central India railway.	Kosamba and Vajipur ...	Do. ... ...
Kotri (or Hyderabad)-Karachi light railway (Bombay).	.....	.....	.....
Krishnagar-Jalanghi railway (Bengal).	Eastern Bengal State railway.	Krishnagar and Jalanghi ...	Surveyed ... ...
Kuchaman-Sirsa chord (Rajputana and Punjab).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Kuchaman and Sirsa ...	Not surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
.....	.....	.....	See "Jullundur Doab group lines."
.....	.....	.....	
.....	.....	.....	See "Sylhet District tramways."
3' 3⅜"	34·42	10,75,736	
2' or 2' 6"	34·5	.....	This line is designed to carry the produce of the manganese mines in the Ramtek area. The Kamptee-Ramtek railway, which has been sanctioned for construction, supersedes a part of this project.
2' 6"	87	57,85,440	The scheme as originally proposed contemplated a main line from Pathankot *viâ* Palampur, Baijnath, Mundi, Suket, Bilaspur, Nalagarh and Rupar to some point on the North Western railway between Ludhiana and Sirhind, with branches to Dalhousie, Dharamsala, Sultanpur, Kalka and Simla. A concession was, however, granted to a London syndicate for the construction of the section from Pathankot to Palampur with a branch to Dunera. The concession has since lapsed.
Not stated	25	.....	This branch was proposed by the Karauli Durbar with a view to undertaking earthwork as a measure of famine relief. It will connect Karauli with the Nagda-Muttra railway at Gungapur.
.....	.....	.....	See "Sylhet District tramways."
5' 6"	70	56,00,000	
5' 6"	18	...	
5' 6"	21	...	
2'	13	12,00,000	This line was proposed by private enterprise in 1896 and a concession was granted for its construction, which lapsed in 1898.
2' 6"	93·55	32,63,151	
3' 3⅜"	252·25	1,90,00,000	This line will form the northern portion of the through metre gauge connection between railways in Northern and Southern India.
5' 6"	23·27	.....	The results of survey have not yet been received by the Railway Board. The line will connect with Mithankot by means of a steam ferry between that place and Chachran.
3' 3⅜"	10½	.....	This line was proposed by the Baroda Durbar with a view to undertaking earthwork as a measure of famine relief. The Machiala-Amreli Section, about 6 miles, has been surveyed by the Durbar. The Durbar has since proposed its extension *viâ* Chalala and Khamba to Velan Bunder.
3' 3⅜"	63·67	.....	The results of survey have not yet been received by the Railway Board. The line will afford an alternative route, *viâ* the Ranaghat-Katihar railway for traffic between Calcutta and Darjeeling.
2' 6"	63·55	.....	The line was surveyed by the Bombay, Baroda and Central India railway in 1900, but no detailed project has yet been submitted.
.....	.....	.....	See "Light railways in Sind."
2' 6"	56·10	14,00,000	The detailed project and estimates for this line have been received, but are held in abeyance pending proposals from the Government of Bengal.
3 3⅜"	170	58,31,000	This line will probably be superseded by the Borawar-Hissar railway projected by the Jodhpur and Bikaner Durbars.

Statement of railway and tramway projects

Name of projects, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
K—*concld.*			
Kumbakonam-Mannargudi branch (Madras).	South Indian railway ...	Kumbakonam and Mannargudi...	Surveyed ... ...
Kunch-Madhogarh railway (United Provinces).	Great Indian Peninsula railway. (Indian Midland).	Kunch *vid* Jalaon to a point on the Jumna opposite Auriya with a branch from Jalaon to Madhogarh.	Surveyed ...
Kurla-Trombay railway (Bombay)	Great Indian Peninsula railway.	Kurla and Trombay ...	Surveyed ...
Kutwa-Ahmadpur railway (Bengal)	East Indian railway.	Kutwa and Ahmadpur ...	Surveyed ... ...
L.			
Lakh (or Belapur)-Sangamner branch (Bombay).	.....	.....	.....
Lalgola-Gheria extension (Bengal)	.....	.....	.....
Larkhana-Kambar-Shahdadpur railway (Bombay).	North Western railway	Larkhana and Shahdadpur ...	Surveyed ... ...
Lashio-Kunlong extension (Burma)	Burma railways ...	Lashio to the Kunlong ferry.	
		The alternative routes are :—	
		(1) Hsenwi (Theinni) ...	Reconnoitred ...
		(2) Hsupkyet (Supkyet) ...	Reconnoitred ...
Light railways in Sind (Bombay)—			
The lines comprised in the scheme are :—			
(1) Mirpur Khas-Jhudo ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Jhudo ...	Not surveyed ...
(2) Mirpur Khas-Sangur ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Sangur ...	Not surveyed ...
(3) Shadipalli-Mehoo Suboo...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli and Mehoo Suboo ...	Not surveyed ...
(4) Shadipalli-Samara with a possible extension thereof to meet (5).	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli *vid* Samara to a point on (5).	Not surveyed ...
(5) Chhor-Tatta	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Chhor and Tatta	Not surveyed ...
(6) Mirpur Buttora-Dhindee...	.....	Mirpur Buttora on (5) to Dhindee	Not surveyed ...
(7) Belo-Shahbunder ...	.....	Belo on (5) to Shahbunder ...	Not surveyed ...
(8) Hyderabad (or Kotri)-Karachi.	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Hyderabad (or Kotri) *vid* Tatta to Karachi.	Not surveyed ...
or Tatta-Karachi ...	.....	Tatta to Karachi	Not surveyed ...
Lower Sind branches (Bombay)—			
The lines at present comprised in the scheme are :—			
(1) Badin-Jungshahi ...	North Western railway...	Badin and Jungshahi ...	Surveyed ... ...
(2) Tando Muhammed Khan-Mirpur Buttora.	Do.	Tando Muhammed Khan and Mirpur Buttora.	Do. ...

DIX 38-A—*continued.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	REMARKS.
	Miles.	Rs.	
3′ 3⅜″	22·57	.....	The results of survey have not yet been received by the Railway Board. The Government of Madras consider this line to be more important than the Nidamangalam-Vedaraniem railway proposed by the District Board of Tanjore. The South Indian railway are, however, opposed to its construction except as an integral part of their undertaking on the ground of its being competitive. Proposals for financing the line are awaited from the Government of Madras.
5′ 6″	52	.....	A certain amount of earthwork has been carried out by the United Provinces Government as a measure of famine relief. The survey has been completed, but the results have not yet been received.
5′ 6″	5·45	.....	The survey has been completed and the results are awaited.
5′ 6″	31¾	28,22,765	The line will probably be constructed by the East Indian railway as part of their undertaking, and the point of junction with the loop line will probably be at Sainthia instead of at Ahmadpur.
.....	.....	.....	See "Belapur (or Lakh)—Sangamner branch."
.....	.....	.....	See "Gheria extension."
2′ 6″	32·2	11,68,118	On the 5′ 6″ gauge the cost is estimated at Rs. 19,31,676 and for a light line Rs. 13,07,000.
3′ 3⅜″	90	1,01,41,298	The Theinni route is considered in every way inferior to the Supkyet route.
3′ 3⅜″	93¾	1,03,54,840	
3′ 3⅜″	46	.....	A Karachi firm has applied for permission to form a company in England with a capital of £250,000 for financing these lines. It is proposed to take the Mirpur Khas-Jhudo line in hand at first and to raise £55,000 for its construction. The concessions asked for are a rebate from the traffic interchanged with the Jodhpur-Bikaner railway, which will construct and work the line, towards a dividend of 3½ per cent., and others usually granted to branch line companies. The application is under consideration.
.....	.....	.....	
.....	.....	.....	
.....	.....	.....	
.....	.....	.....	
.....	.....	.....	
.....	.....	.....	
.....	.....	.....	
5′ 6″	70	37,41,833	These lines, as well as the Hyderabad-Badin branch, which is now open, were projected as light feeders to the North Western railway in the country lying between the Indus river and the Runn of Cutch. The Chhor-Tatta and the Mirpur Buttora-Dhindee lines proposed under the Sind Light railways scheme partially cover the alignment of these branches.
5′ 6″	33	17,19,269	

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
M.			
Mandra-Basal railway (Punjab) ...	North Western railway ...	Mandra to Basal *viâ* Chakwal, Bhon and Pindi Gheb.	Not surveyed ...
Mangaldai tramway (Eastern Bengal and Assam).	.....	Rangamatighat to Ghagrapara	Reconnoitred by the promoters.
Margao-Karwar railway (Bombay and Portuguese territory.)	Southern Mahratta railway. (West of India Portuguese.)	Margao to Sadasivgarh ferry, opposite Karwar.	Reconnoitred ...
Mauli-Nathdwara branch (Rajputana).	Udaipur-Chitor railway...	Mauli and Nathdwara ...	Surveyed ...
Miraj-Bijapur branch (Bombay) .	Southern Mahratta railway.	Miraj and Bijapur . . .	Not surveyed . .
Mirpur Buttora-Dhindee light railway (Bombay).	.....	.....	.....
Mirpur Khas-Jhudo light railway (Bombay).			
Mirpur Khas-Sangur light railway (Bombay).			
Mirzapur-Maihar Chord (United Provinces and Central India).	East Indian railway .	Mirzapur and Maihar . .	Reconnoitred . . .
Miyagam-Sinor branch (Bombay)	Bombay, Baroda and Central India railway.	Miyagam and Sinor . . .	Surveyed . . .
Moulmein-Myawaddy railway (Burma).	Burma railways . .	Moulmein and Myawaddy . .	Reconnaissance sanctioned
Moulmein-Ye railway (Burma) .	Ditto . .	Moulmein and Ye . . .	Surveyed . . .
Munsar-Ramtek branch (Central Provinces).	.....	.....	.....
Murshidabad-Azimganj link (Bengal).	Eastern Bengal State railway.	Murshidabad and Azimganj .	Surveyed . . .
Murtajapur-Pisgaon railway (Central Provinces).	Great Indian Peninsula railway.	Murtajapur and Pisgaon . .	Surveyed . . .
Muttra-Aligarh railway (United Provinces).	Bombay, Baroda and Central India railway. (Rajputana-Malwa).	Muttra and Aligarh The alternative projects are:—	
		(1) Muttra *viâ* Brindaban with a new bridge near that place over the Jumna and thence direct to Aligarh.	Surveyed.
		(2) Muttra *avoiding* Brindaban and utilising the existing bridge over the Jumna at Muttra and thence direct to Aligarh.	Do.
Muttra-Hathras link (United Provinces (*New project*).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Muttra and Hathras . . .	See "remarks" . .
Muzaffarpur-Mohammadpur chord (Bengal).	Bengal and North-Western railway. (Tirhoot section).	Muzaffarpur and Mohammadpur.	Under survey . .
Muzaffarpur—Sitamarhi chord (Bengal).	Do.	Muzaffarpur and Sitamarhi .	Do.
Myingyan-Natogyi light railway (Burma) (*New project*).	Burma railways . .	Myingyan and Natogyi . .	Survey sanctioned .

DIX 38-A—*continued.*

corrected up to 31st December 1906.

Gange.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
2′ 6″	100	...	This line has been recommended for construction by the Government of the Punjab to open up the country north of the Salt Range. The Railway Board, have, since the close of the year, sanctioned its survey by the agency of the North Western railway.
2′ 6″	35	7,00,000	This line was proposed by private enterprise, but the project fell through owing to the inability of the Local Administration to offer the guarantee asked for.
Not stated apparently. 3′ 3⅜″	36½	28,00,000	This line has been proposed to open up communication with Karwar, which is practically cut off from all intercourse with the outer world during the south-west monsoon when the coasting steamers cease running. About 30 miles of the line will be situated in Portuguese territory and the remainder in British territory.
3′ 3⅜″	14·75	4,72,698	This line will be constructed by the Mewar Durbar who proposed it.
.....	77	.....	The Barsi Light Railway Company contemplate the construction of this line as an extension of their 2′ 6″ gauge railway.
.....	.....	.....	See under "Light railways in Sind."
5′ 6″	140	1,55,00,000	This line was proposed by the East Indian railway. It is not considered to be of sufficient importance at present to require investigation.
2′ 6″	20	5,76,032	The line has been proposed by the Baroda Durbar in whose territory it will entirely lie.
3′ 3⅜″	80	.....	
Do.	94·06	90,00,000	Preliminary report received. Detailed project and estimates are awaited.
.....	.....	.....	See under "Kamptee-Deolapar railway."
5′ 6″	5·82	18,05,616	The project consists practically of a bridge over the Bhagirathi river below Azimganj and its approaches. It has since been abandoned.
2′ 6″	131·42	56,03,381	The results of survey have been received since the close of the year.
5′ 6″	40·80	40,54,603	The question of agency for the construction and working of this line has not yet been decided, and no decision on this point is likely to be arrived at till the Nagda-Muttra railway has been opened and its effect on trade observed.
Do.	38·25	33,53,688	
See "remarks."	...	...	Sanction has been accorded to the preparation of plans and estimates for this line on the 5′ 6″ gauge.
3′ 3⅜″	31	...	
Do.	34	...	
Not stated.	19	...	

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the *initial* point.	Initial and terminal points.	Whether surveyed or not.
M—concld.			
Mymensingh-Netrokona extension (Eastern Bengal and Assam.)	.....	.....	...
Mysore-Tellicherry railway (Mysore and Madras).	Southern Mahratta railway (Mysore section).	Mysore and Tellicherry . .	Surveyed.
N.			
Nadiad-Kapadvanj branch (Bombay).	Bombay, Baroda and Central India railway.	Nadiad and Kapadvanj . .	Not surveyed . .
Nagpur-Barosa branch (Central Provinces).	Bengal-Nagpur railway	Nagpur and Barosa . . .	See remarks . . .
Nagpur-Chhindwara railway (Central Provinces).	Do. . . .	Nagpur and Chhindwara . .	Not surveyed . .
Nanjangud-Erode railway (Mysore and Madras).	Southern Mahratta railway (Mysore section).	Nanjangud and Erode . .	Surveyed . . .
Nar-Nadiad loop (Bombay) . .	Bombay, Baroda and Central India railway (Petlad-Cambay).	Nar and Nadiad . . .	Surveyed . .
Nattore-Rampur Boalia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Nattore and Rampur Boalia. .	Surveyed . . .
Nawadah-Madhupur (or Baidyanath)-Nalhati (Bengal).	East Indian railway ...	Nawadah and Nalhati ...	Not surveyed ...
Nerbudda Valley light railway (Central India).	.....	.....	.....
Netrokona-Langar Bazar extension (Eastern Bengal and Assam).	.....	.....	.....
Nidamangalam-Vedaraniem railway (Madras).	South Indian railway ...	Nidamangalam and Vedaraniem	Partly surveyed ...
NORTH AND SOUTH RAILWAY (CENTRAL PROVINCES, NIZAM'S HYDERABAD AND MADRAS.)			
The lines connected with the northern portion of the scheme are :—			
(i) Itarsi-Wardha (Central Provinces).	Great Indian Peninsula... railway.	Itarsi and Wardha	Surveyed ... ...
(ii) Itarsi-Nagpur :—			
Eastern alignment—Itarsi, passing near Chhindwara town and the Pench Valley colliery, to Nagpur (Central Provinces).	Ditto	Itarsi and Nagpur	Ditto ... ...
Western alignment—Itarsi, *viâ* Pandharna and Multai to Nagpur (Central Provinces).	Ditto	Ditto	Ditto ... ...

DIX 38-A—*contd.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
...	...	...	See under "Dacca-Mymensingh railway extensions".
2' 6"	144·69	81,00,000	The principal objects of this line are to open up parts of the Mysore plateau and the Malabar district and to give the coffee and other products of Coorg access to Mysore and to the seaport of Tellicherry.
5' 6"	28	8,73,360	The District Board of Kaira have under consideration the question of financing this line.
2' 6"	47·04	23,34,145	The detailed project is based on the surveys carried out by the Great Indian Peninsula railway on 5' 6" gauge in connection with the Nagpur-Itarsi line. This project covers part of the proposed Nagpur-Chhindwara railway.
2' 6"	80	.....	The early construction of this line was urged by the Hon'ble the Chief Commissioner, Central Provinces, in order to develope trade in manganese ore and to enable Nagpur to obtain cheap coal for its mills, etc., from the Pench Valley deposits.
3' 3⅜"	120·70	1,23,03,700	This line will link up the Southern Mahratta and the South Indian railway systems. A length of 33·70 miles, which lies in Mysore territory and is estimated to cost Rs. 20,81,764, has been sanctioned for construction by, and at the cost of, the Mysore State, but the Durbar do not propose to construct this section until the British section is put in hand.
5' 6"	20·25	11,56,713	This line was proposed by the Baroda Durbar in whose territory it will mostly lie. The Durbar has since expressed a desire to construct it on the 2' 6" gauge instead of on the 5' 6" gauge and had the Nar-Piej section, 17 miles, surveyed on the 2' 6" gauge by the agency of the Bombay, Baroda and Central India railway.
3' 3⅜"	24·43	11,14,875	This line has been deferred pending the investigation of the crossing of the Ganges at some point between Sara and Godagari.
...	...	...	This line will probably be constructed by the East Indian railway.
...	...	...	See "Barwaha-Bodeli light railway."
.....	.....	.....	See under "Dacca-Mymensingh railway extensions."
3' 3⅜"	...	...	This line comprises the Nidamangalam—Mannargudi section of the Kumbakonam-Mannargudi line. It has been proposed by the District Board of Tanjore who urge the construction of the Tirutaraipundi-Vedaraniem section of it in preference to the Kumbakonam-Mannargudi line which the Madras Government consider to be of primary importance. The South Indian railway was authorized to survey the Tirutaraipundi-Vedaraniem section, 20·20 miles, on behalf of the Tanjore District Board in order that the rival claims of the two lines might be carefully investigated. The survey has since been completed, but the results have not yet been received by the Railway Board.
5' 6"	207·35	2,31,94,256	Surveys were carried out by the Great Indian Peninsula railway in 1903. Two alternative routes to Warangal have since been surveyed but the detailed project has not yet been received. A chord line from Bori (or Borkhedi) on the Nagpur branch to Hinganghat on the Wardha branch, 27 miles, is under survey. Pending receipt of the results of these surveys, the consideration of the projects submitted has been deferred.
5' 6"	173·94	2,35,55,035	
5' 6"	179·72	2,02,43,748	

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
N—*concld.*			
North and South railway—*concld.*			
(iii) Bellarpur-Warangal (or Kazipet)—			
Eastern route—Bellarpur *vid* Ahiri and Sironcha to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad).	Great Indian Peninsula railway.	Bellarpur and Warangal ...	Surveyed ... ...
Western route—Bellarpur *vid* Ahiri and Sironcha to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad).	Ditto	Ditto	Ditto ... ...
Direct route—Bellarpur to Kazipet with a branch to Warangal (Central Provinces and Nizam's Hyderabad).	Ditto	Ditto	Ditto ... ...
The proposals connected with the southern portion of the scheme are:—			
(i) Ramesvaram to Ramnad (Madras).	South Indian railway ...	Ramesvaram and Ramnad ...	Not surveyed ...
(ii) Ramnad, *vid* Trichinopoly, to a point between Tirukkoyilur and Penruti (Madras).	Ditto ...	Ramnad and a point between Tirukkoyilur and Penruti.	Ditto ...
(iii) From the terminus of (ii) to Arkonam, (Madras).	Ditto ...	Terminus of (ii) and Arkonam ...	Ditto ...
(iv) Renigunta-Gudur (Madras)	Ditto ...	Renigunta and Gudur ...	.....
Alternatives to (iii) and (iv).			
Villupuram-Madras (Madras).	Ditto ...	Villupuram and Madras ...	.....
Chingleput-Arkonam (Madras).	Ditto ...	Chingleput and Arkonam ...	.....
Villupuram to the terminus of (ii) (Madras).	Ditto ...	Villupuram and the terminus of (ii).	.....
Northern India and Ceylon connection.	.....	.....	.....
P.			
Paddapenki-Parvatipur branch (Madras).	.....	.....	.....
Palghat-Palni railway (Madras)	.....	.....	.....
Palni-Satyamangalam railway (Madras).	.....	Palni to Satyamangalam with a branch from—	Surveyed ...
		Satyamangalam to Mettupalaiyam.	Do. ...
Panchkura-Luff Point (Bengal)	Bengal-Nagpur railway	Panchkura and Luff Point ...	Not surveyed ...

DIX 38-A—*contd.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
5' 6"	190·73	2,32,30,222	Surveys were carried out by the Great Indian Peninsula railway in 1905. Two alternative routes to Warangal have since been surveyed but the detailed project has not yet been received. A chord line from Bori (or Borkhedi) on the Nagpur branch to Hinganghat on the Wardha branch, 27 miles, is under survey. Pending receipt of the results of these surveys, the consideration of the projects submitted has been deferred.
5' 6"	184·35	1,92,92,845*	
5' 6"	148·62	1,44,36,200*	
5' 6"	43	.....	The proposal contemplates the laying of a mixed gauge between Ramnad and Mandapam, 23 miles, and the construction of 20 miles of new line.
5' 6"	195	.....	New construction.
5' 6"	80	.....	Ditto.
5' 6"	51⅓	.....	Conversion from the existing 3' 3⅜" to 5' 6" gauge.
5' 6"	101¼	.....	Ditto Ditto.
5' 6"	39	.....	Ditto ditto.
Mixed 3' 3⅜" and 5' 6".	.....	.....	Laying of a third rail.
.....	.....	.....	The projects relating to the southern portion of the scheme were recommended by a Railway Commission which assembled in Madras in February 1903 with a view to effecting a through standard (5' 6") gauge connection between India and Ceylon.
.....	.....	.....	See remarks under "North and South railway".
.....	.....	.....	See "Dusi-Salur light railway".
.....	.....	.....	See "Dindigul-Palghat railway" of which it forms a part.
3' 3⅜"	84·36	84,33,040	
3' 3⅜"	17·53	25,03,225	
5' 6"	25	.....	This project was proposed by the Bengal-Nagpur Railway Company in 1900, coupled with proposals for establishing an export coal depôt at Luff Point. The latter question was investigated in 1903 by a Commission, whose conclusions were that a coal depôt at Luff Point would be of little use to the industry as a whole; that, though practicable, it would probably be costly; that it is not at present desirable to establish one at Luff Point; and that if established it should be in the hands of the Port Commissioners of Calcutta. The Government of India decided that the Port Trust of Calcutta should have the first refusal of constructing any such depôts or jetties at Luff Point or in its neighbourhood, and that, should that body decline to undertake the work, Government would be prepared to consider definite proposals from any substantial private firm or company for undertaking the combined scheme at its own risk and responsibility.

* Excluding rolling stock.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
P—*concld.*			
Pandharpur-Miraj extension (Bombay).	Barsi Light railway ...	Pandharpur and Miraj ...	Survey sanctioned ...
Parlakimedi-Baruva light railway (Madras).	.....	.....	.....
Pathankot-Baijnath (or Palampur) (Punjab).	.....	.....	.....
Pathar Kandi Bazar-Magura Cherra tramway (Eastern Bengal and Assam).	.....	.....	.....
Patiala-Jakhal railway (Punjab) ...	North Western railway (Rajpura-Bhatinda).	Patiala and Jakhal ...	Surveyed ...
Patiala-Jakhal railway extension (Punjab).	North Western railway (Southern Punjab).	Jakhal *viâ* Hissar, Loharu and Kanaud to Narnaul.	Not surveyed ...
Patti-Lodhran railway (Punjab) .	North Western railway (Amritsar-Patti).	Patti to Lodhran *viâ* Kasur, Hajra, Dipalpur, Haveli and Pakpatan.	Under survey . .
Pegu-Syriam railway (Burma) ...	Burma railways ...	Pegu and Syriam	Surveyed ...
Pertabganj-Birpur-Ghoraghat railway (Bengal).	Bengal and North-Western railway (Tirhoot section).	Pertabganj and Ghoraghat ...	Surveyed ...
Phirangipuram-Gurzala branch (Madras).	Southern Mahratta railway.	Phirangipuram and Gurzala ...	Surveyed ...
Phulbari-Sumjhia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Phulbari and Sumjhia ...	Surveyed ...
Pilibhit-Barmdeo branch (United Provinces).	Rohilkund and Kumaon railway (Lucknow-Bareilly).	Pilibhit and Barmdeo ...	Surveyed ...
Pilibhit-Shahjahanpur railway (United Provinces).	Rohilkund and Kumaon railway. (Lucknow-Bareilly).	Pilibhit and Shahjahanpur ...	Under survey ...
Podanur-Palni railway (Madras).	Madras railway ...	Podanur and Palni	Surveyed ... ...
Pokhrayan-Auriya branch (United Provinces).	Great Indian Peninsula railway.	Pokhrayan and Auriya ...	Reconnoitred ...
Prome-Magwe-Meiktila extension (Burma).	Burma railways ...	Prome and Meiktila ...	Not surveyed ...
Prome-Zadalin railway (Burma).	...	.....	...
Puri-Astrang branch (Bengal) ...	Bengal-Nagpur railway.	Puri and Astrang	Not surveyed ...
Pyinmana-Magwe railway (Burma)	Burma railways ...	Pyiwin to Kyanzu	Surveyed ... ...
		Kyanzu to Magwe	Not surveyed ...
R.			
Raichur-Wondalli railway (Hyderabad, Nizam's).	Great Indian Peninsula railway.	Raichur and Wondalli ...	Surveyed by the promoters.

DIX-38-A—*continued.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
2′ 6″	77	.....	The survey is being carried out by the Barsi Light railway from Imperial funds.
.....	.....	.....	See under "Ganjam District light railways".
.....	.....	...	See "Kangra Valley railway".
.....	.....	.....	See under "Sylhet District tramways".
5′ 6″	54·35	.....	This line has been proposed by the Patiala Durbar and would form a chord between the Rajpura-Bhatinda and the Southern Punjab railways. The preparation, at the cost of the Durbar, of alternative projects on the 3′ 3⅜″ and 5′ 6″ gauges has been sanctioned. The survey has been completed and the detailed projects are awaited.
.....	131	.....	This line has been proposed by the Durbars interested. The proposals are under consideration.
5′ 6″	242	.....	This line will be constructed by the State as an integral part of the North Western railway. The Lodhran-Mailsi section, 39·7 miles, has been surveyed and is estimated to cost Rs. 17,94,793 on the 5′ 6″ gauge. It will comprise a large portion of the Changa Manga-Pakpatan project.
3′ 3⅜″	67·68	53,30,984	The Amritsar-Patti Railway Company have applied for a concession to extend their line from Patti to Kasur. The application is under consideration.
3′ 3⅜″	15	.....	This line has been proposed to take the place of the existing Pertabganj-Khanwaghat section, which will be abandoned. The results of survey have not been received by the Railway Board.
3′ 3⅜″	50·64	12,59,641	
3′ 3⅜″	13·48	4,41,745	
3′ 3⅜″	38·75	.....	A resurvey of this line was ordered by the Home Board of the Rohilkund and Kumaon railway. This has been completed and the results are awaited. The line will be an extension of the Lucknow-Bareilly railway and will be constructed from funds to be provided by the State. It will serve the lower Kumaon and the forests on the banks of the Sarda river.
3′ 3⅜″	56	.....	The Rohilkund and Kumaon Railway Company urged to be allowed to construct on the metre gauge a railway from Pilibhit *vid* Shahjahanpur to Sitapur, but the Secretary of State has approved of the construction by the Company of the Pilibhit-Shahjahanpur section only, the remainder being superseded by the Rosa-Sitapur line to be constructed as an integral part of the Oudh and Rohilkhand railway.
5′ 6″	65·24	88,04,307	This line is an alternative to the Palghat-Palni railway.
2′ 0″	28	7,28,000	The line was reconnoitred in 1899 but the results have not yet been submitted.
3′ 3⅜″	176	1,13,00,000	This line was recommended in 1895 by the Chief Commissioner of Burma as one that would tap the prosperous oil fields at Yenanchoung.
.....	.....	.....	See "Assam-Burma connection railway."
5′ 6″	34	27,20,000	This line will, it is stated, have a certain protective value in famine times and, if aligned parallel to the seashore and about 6 or 8 miles away, will pass through thickly populated tracts.
3′ 3⅜″	54·09	39,34,029	This line was proposed by the Government of Burma in 1905 with a view to providing useful work in case famine should occur in the adjoining dry zone districts.
3′ 3⅜″	66	.....	
2′ 6″	43	12,53,336	This line was proposed by a syndicate to serve the Wondalli gold mines and the proposals were approved by the Secretary of State in 1900, but the scheme has not advanced. It will form a feeder to the Great Indian Peninsula and Madras railways.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
R—*concld.*			
Raipur-Khurda railway (Central Provinces and Bengal).	Bengal-Nagpur railway...	Raipur and Khurda ...	Partly reconnoitred ...
Rangamatighat-Ghagrapara tramway (Eastern Bengal and Assam).	.....	.....	.....
Rangya-Tezpur railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Rangya and Tezpur ...	Surveyed ... ...
Rawalpindi-Murree railway (Punjab).	North Western railway .	Rawalpindi and Murree ...	Reconnoitred by the promoter.
Rewah-Sutna railway (Central India).	...	Rewah and Sutna	Surveyed ... ...
Rosa-Sitapur railway (United Provinces).	Oudh and Rohilkhand railway.	Rosa and Sitapur	Surveyed ... ...
Rowsara-Khagaria light railway (Bengal).	Bengal and North Western railway (Tirhoot section).	Rowsara and Khagaria ...	Apparently reconnoitred by the District Engineer, Monghyr.
S.			
Saidpur-Titalia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Saidpur and Titalia ...	Surveyed ... ...
Salem-Attur branch (Madras) ...	Madras railway ...	Salem and Attur	Surveyed ... ...
Salem-Porto Novo railway (Madras).	Madras railway ...	Salem and Porto Novo ...	Surveyed ... ...
Samastipur-Rowsara light railway (Bengal).	Bengal and North Western railway (Tirhoot section).	Samastipur and Rowsara ...	Not surveyed ..
Samastipur-Rowsara-Padri extension (Bengal).	Bengal and North Western railway (Tirhoot section).	Samastipur and Padri ...	Under survey ...
Sambalpur-Khurda railway (Central Provinces and Bengal).	Bengal-Nagpur railway	Sambalpur and Khurda ...	Surveyed ... ...
Santipur-Kalna extension (Bengal)	Eastern Bengal State railway.	Santipur and Kalna	See "Remarks" ...

DIX 38-A.—*continued.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
5' 6"	295½	3,02,51,043	This line was proposed as an alternative to the Sambalpur-Khurda railway. The Raipur-Sonpur section, 160 miles, was reconnoitred, the remaining portion being surveyed as part of the Sambalpur-Khurda railway. The Raipur-Vizianagram railway, which is now under construction, supersedes a section of this line.
.....	.....	.....	See "Mangaldai tramway."
3' 3⅜"	72·34	27,19,983	This line is strongly supported by the Government of Eastern Bengal and Assam on the grounds that it would serve an important tea district in the Mangaldai sub-division and afford a powerful stimulus to the reclamation of the savannah country which is becoming gradually settled with time-expired garden coolies.
3' 3⅜"	40	36,88,537	This line has been proposed by private enterprise. The estimates are for an electric railway excluding interest during construction and maintenance and promotion charges. Including these charges the estimated cost is Rs. 44,78,537.
2' 6"	32	7,61,810	This line will connect with the East Indian railway at Sutna. It was proposed with a view to providing relief on the occurrence of scarcity in the Rewah State. The line will probably be constructed by the Durbar.
5' 6"	51·36	38,74,471	This line supersedes the Shahjahanpur-Sitapur section of the Pilibhit-Sitapur railway proposed by the Rohilkund and Kumaon Railway Company. The Secretary of State has approved of its construction as an integral part of the Oudh and Rohilkhand railway.
Not stated, probably 2' 6"	44	10,00,000	This line was proposed by the District Board of Mongbyr in 1905. In conjunction with the Samastipur-Rowsara light railway proposed by the District Board of Darbhanga, it will form a chord between Samastipur and Khagaria stations on the Tirhoot State railway. The District Board have signified their intention of withdrawing their proposal in favour of the Darbhanga-Khagaria and Samastipur-Padri extensions proposed by the Bengal and North-Western railway, provided that the line is taken in hand before the end of 1908.
3' 3⅜"	66	29,84,000	This project has been held over until the site for the new Ganges bridge and the system of lines connected with it are finally settled.
5' 6"	36·06	17,59,555	In 1903 the Secretary of State sanctioned the construction of this line as a State railway, but the commencement of work was not authorized pending provision of funds. The District Board of Salem has since expressed a desire to construct it on the metre gauge, but no decision has yet been come to as to how the capital required for its construction is to be raised.
3' 3⅜"	116	69,86,000	This line also passes through Attur and therefore comprises the Salem-Attur project. It was proposed in 1887 as a famine protective line by the Government of Madras who have since put forward the Trichinopoly-Tirukkoyilur railway in substitution of it. The approximate cost on the 5' 6" gauge is estimated at Rs. 86,00,000.
Not stated, probably 2' 6".	17½	6,25,000	The District Board of Darbhanga proposed the construction of this line through the agency of a company under Bengal Tramways Act III of 1883. The Bengal and North-Western railway have since proposed an alternative line from Samastipur to Padri *vid* Rowsara and the District Board have intimated their willingness to withdraw their proposal in favour of the latter line if its construction is undertaken within a reasonable time.
3' 3⅜"	34	...	This line has been proposed by the Bengal and North Western railway and is alternative to the Samastipur-Rowsara light railway put forward by the District Board of Darbhanga.
5' 6"	190	2,37,00,000	The Government of Bengal has urged the early construction of this line by the State on administrative and political grounds.
2' 6"	6¼	.....	This line will be an extension of the Ranaghat-Krishnagar branch. In 1904 orders were issued for the preparation of a detailed project for the extension and of alternative estimates for connecting the branch with the Ranaghat-Godagari railway on the 5' 6" gauge— (i) by a 2' 6" gauge line from Raghabpur station to meet the 5' 6" gauge railway on the west side of the Churni bridge; (ii) by extending (i) over the bridge right up to Ranaghat along the 5' 6" gauge alignment on a 4-rail mixed gauge. The detailed project estimates are awaited.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
S—*contd.*			
Sara bridge (Eastern Bengal and Assam).	...	.....	...
Sara-Sirajganj-Jagannathganj railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	(i) Sara to Sirajganj ...	Surveyed ... ...
		(ii) Sirajganj to Brahmaputra right bank.	Do. ...
		(iii) Brahmaputra left bank to Jagannathganj with Subarnakhali branch.	Do. ...
Saraikala-Abbottabad-Srinagar railway (North-West Frontier Province and Kashmir).	North Western railway	Saraikala to Srinagar *vid* Abbottabad	Do. ...
		Alternative Mandra to Srinagar *vid* Panjar...	Do. ...
Satara Road-Satara City railway (Bombay).	Southern Mahratta railway.	Satara Road and Satara City ...	Surveyed ... ...
Sealtic-Lala Bazar tramway (Eastern Bengal and Assam).	...	.....	...
Shadipalli-Mehoo Suboo light railway (Bombay).	...	.....	...
Shadipalli-Samara light railway (Bombay).			
Shambhuganj-Gauripur branch (Eastern Bengal and Assam).	...	.....	...
Shibnibash-Kotchandpur-Magura branch (Bengal).	Eastern Bengal State railway.	The three alignments surveyed and estimated for are—	
		(i) *vid* Khallispur, Durgapur and Jhenida	Surveyed ... ...
		with a branch from Jhenida to Sulkopa.	Do. ...
		(ii) *vid* Khallispur and Kaliganj direct to Magura	Do. ...
		with a branch from Kaliganj to Sulkopa.	Do. ...
		(iii) *vid* Khallispur, Kaliganj and Jhenida	Do. ...
		with a branch from Jhenida to Sulkopa.	Do. ...
Shwebo-Thabeitkyin railway (Burma).	Burma railways ...	Shwebo and Thabeitkyin ...	Surveyed ... ...
Shwebo-Yeu light railway (Burma) (*New project*).	Burma railways ...	Shwebo and Yeu	Survey sanctioned ...
Sihor-Palitana branch (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway.	Sihor and Palitana	Surveyed ... ...
Silchar-Duarbund tramway (Eastern Bengal and Assam).	...	.....	...
Silchar-Tikalpur tramway (Eastern Bengal and Assam).			
Singhjani-Sherpore-Nalitabari railway (Eastern Bengal and Assam).	...	.....	...
Singia-Madaripur-Chandpur railway (Bengal and Eastern Bengal and Assam).	Eastern Bengal State railway.	Singia and Bhedarganj ...	Surveyed ... ...

DIX 38-A.—*continued.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
...	...	...	See " Ganges bridge at Godagari or Sara ".
5' 6"	49·48	62,09,669	The estimates exclude the cost of a steam ferry across the Brahmaputra river amounting to Rs. 9,30,000.
5' 6"	3·22	3,70,008	The project has been held over pending a decision on the question of a bridge over the Ganges at Sara.
3' 3⅜"	26·05	15,38,521	
5' 6"	200	2,98,85,284	The project, as now revised, provides for a 5' 6" gauge line from Saraikala to Abbottabad worked as part of the North Western railway, and for a metre gauge line worked by electricity from Abbottabad to Srinagar, the portions within British and Kashmir territories being constructed and owned by the Government of India and the Durbar respectively.
3' 3⅜"	203	2,44,93,474	
5' 6"	182	3,02,04,184	A resurvey of the Saraikala-Abbottabad section, 48 miles, has been ordered with instructions to prepare comparative estimates on the 5' 6" gauge with ruling grades of 1 in 70 and 1 in 40 respectively.
3' 3⅜"	185	2,42,66,519	
3' 3⅜"	10	...	The project estimates are awaited.
...	...	...	See under " Cachar District tramways ".
...	...	...	See under " Light railways in Sind ".
...	...	...	See under " Dacca-Mymensingh railway extensions ".
5' 6"	51·75	49,94,494	This branch was proposed on the 2' 6" gauge by a Calcutta firm in 1896 and is alternative to the Bongong—Kotchandpur line put forward by the late Bengal Central railway on the 5' 6" gauge. The Government of India expressed a preference for the former line and decided that it should be constructed on the same gauge (5' 6") as the parent line. Of the alignments examined, the Manager, Eastern Bengal State railway, recommends No. (iii), the branch to Sulkopa being postponed until the trend of traffic on the Kumar river north of Magura has been definitely ascertained.
5' 6"	12·00		
5' 6"	48·00	53,07,874	
5' 6"	19·75		
5' 6"	55.	52,49,115	
5' 6"	12.		
3' 3⅜"	30·05	14,42,845	This line was proposed to tap the Kabwet collieries and to open up the Ruby Mines district. If it stops at Letkobin, in which case the collieries will be served equally well, the length would be 22·75 miles and cost Rs. 9,93,840.
Not stated ...	22	...	This line has been designed to open up the country to be irrigated by the Shewbo and Yeu canals.
3' 3⅜"	17	5,20,791	This line was proposed by the Palitana Durbar, by whom it will probably be constructed. It would facilitate pilgrimages to the sacred shrines of Palitana to which pilgrims flock twice a year and would also form part of the direct route to the port of Shiah Bet on the south coast of Kathiawar.
...	...	...	See " Cachar District tramways ".
...	...	...	See under " Dacca-Mymensingh railway extensions ".
5' 6"	82·15	1,92,65,833	The cost by sections is as follows—

	Miles.	Cost.
Singia to Madaripur ...	63·34	1,23,46,885
Madaripur to Bhedarganj ...	18·81	69,18,948

The Madaripur-Bhedarganj section is considered impracticable on the grounds of cost.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not,
S—*concld.*			
Sirajganj-Ullapara railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Girajganj and Ullapara ...	Surveyed by the promoters
Sonaripur-Ramnagar ghat extension (United Provinces).	...	.....	...
Sonepat-Saharanpur branch (Punjab and United Provinces).	East Indian railway (Delhi-Umballa-Kalka).	Sonepat and Saharanpur ...	Not surveyed ...
Sointilla-Sonpur branch (Bengal) .	Bengal-Nagpur railway .	Sointilla and Sonpur ...	Surveyed ... ...
Southern Shan States railway (Burma).	Burma railways . .	Nyaungyan and Sang Hai ...	Surveyed ... ...
Sri Madhopur-Borawar Chord (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Borawar ...	Not surveyed ...
Sir Madhopur-Sikar branch (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Sikar ...	Surveyed ... ...
Srimangal-Manumukh tramway (Eastern Bengal and Assam).	...	.....	...
Sutang-Madna tramway (Eastern Bengal and Assam).			
Sylhet District tramways—			
Sutang-Madna tramway (Eastern Bengal and Assam).	Assam-Bengal railway.	Sutang and Madna	Reconnoitred by the promoters.
Srimangal-Manumukh tramway (Eastern Bengal and Assam).		Srimangal and Manumukh ...	Ditto Ditto
Kalaura-Chhatak tramway (Eastern Bengal and Assam).		Kalaura and Chhatak *via* Sylhet	Ditto Ditto
Karimganj-Chandi Khira tramway (Eastern Bengal and Assam).		Karimganj and Chandi Khira with a branch from Pathar Kandi-Bazar to Magura Cherra.	Ditto Ditto
T			
Tando Muhammed Khan-Mirpur Buttora branch (Bombay).	...	.....	...
Taragupet (Bangalore)-Chikballapur light railway (Mysore).	...	.....	...
Taungup branch (Burma) . .	...	.....	...
Tinnevelly-Tiruchendur railway (Madras).	South Indian railway ...	Tinnevelly and Tiruchendur ...	Surveyed ... ...
Trichinopoly-Thondi branch (Madras).	South Indian railway ...	Trichinopoly and Thondi ...	Not surveyed ...

DIX 38-A.—*continued.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
2′ 6″	18	11,00,000	This line has been proposed for construction by private enterprise, in the interests of jute and other traffic, with the help of a guarantee from the District Board of Pabna. Further proposals are awaited from the promoters.
...	...	...	See " Dudhwa branch extension to Ramnagar ghat ".
5′ 6″	60	48,00,000	
5′ 6″	48·24	30,62,444	This branch was projected to connect at Sonpur the Raipur-Vizianagram railway with the Sambalpur-Khurda line.
2′ 6″	112·2	68,57,667	This line was projected in order to afford railway communication between the wheat-growing districts in the Southern Shan States and the port of Rangoon. The Railway Board deputed an officer in 1906 to examine on the spot the project prepared for a 2′ 6″ gauge line and have since directed the preparation of a detailed project on the metre gauge in accordance with the report submitted by the officer.
3′ 3⅜″	...	...	This chord has been suggested in order to reduce the through metre gauge mileage between Delhi and Karachi.
3′ 3⅜″	30·68	8,69,413	
...	...	...	See under " Sylhet District tramways ".
2′ 6″	30	11,54,407	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The proposals fell through owing to the inability of the local administration to guarantee interest on capital at 3 per cent. per annum which the promoters had asked for.
2′ 6″	22½	8,81,567	
2′ 6″	53	20,04,376	The Kalaura-Chhatak project is superseded by the Kalaura-Sylhet line, which is now under construction.
2′ 6″	43	12,00,000	
...	...	...	See " Lower Sind branches ".
...	...	...	See " Bangalore (Taragupet)—Chikballapur light railway ".
...	...	...	See under " Assam-Burma connection railway ".
3′ 3⅜″	37·60	20,52,063	This line has been proposed by the District Board of Tinnevelly from whom proposals for its financing are awaited.
3′ 3⅜″	86	37,50,000	A part of this scheme will probably be financed by the District Board of Madura.

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated.	Existing railway system with which the project is connected at the initial point.	Initial and terminal points.	Whether surveyed or not.
Trichinopoly-Tirukkoyilur railway (Madras).	South Indian railway ...	Trichinopoly and Tirukkoyilur ...	Reconnoitred ...
Tumsar road-Katangi railway (Central Provinces).	Bengal-Nagpur railway...	Tumsar road to Katangi ...	Surveyed ... ...
		Sidings to serve the mines ...	Ditto ... ...
V.			
Vadnagar (or Visnagar)-Vijapur extension (Bombay).	...	.....	.....
Vaigai Valley railway (Madras) .	South Indian railway ...	Ammayanayakkannur to Kotagudi with extensions :—	
		(*i*) Periyakulam to Krishnama Naik's tope.	See "Remarks" ...
		(*ii*) Near Theni (mile 39) to Uttamapalaiyam.	
Visnagar (or Vadnagar)-Vijapur extension (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Mehsana).	Visnagar to Vijapur	Surveyed ... ...
		Alternative. Vadnagar to Vijapur ...	Do. ... ...
Vizianagram-Bimlipatam branch (Madras).	Bengal-Nagpur railway	Vizianagram and Bimlipatam ...	Not surveyed ...
Y.			
Yerragudipad-Jammalamadugu branch (Madras).	Madras railway ...	Yerragudipad and Jammalamadugu.	Surveyed ... ...
Z.			
Zadabin-Zibingyi railway (Burma)	...	.....	.....

DIX 38-A—*concluded.*

corrected up to 31st December 1906.

Gauge.	Length.	Estimated cost.	Remarks.
	Miles.	Rs.	
3′ 3⅜″	96·75	74,43,000	This line was recommended by the Madras Government in 1899 in substitution of the Salem-Porto Novo project and was also recommended by the Railway Commission of 1903 as part of the 5′ 6″ gauge route connecting India and Ceylon. It will shorten the distance between Madras and districts south of Trichinopoly by 37 miles. The South Indian Railway Company have, since the close of the year, been permitted to survey this line, the survey being adapted to the requirements of the 5′ 6″ gauge.
5′ 6″	32·89	20,40,477	This line has been projected in order to serve the manganese mines in the Central Provinces.
5′ 6″	10	5,44,435	
...	...	...	See "Visnagar (or Vadnagar)-Vijapur extension".
2′ 6″	55	See "Remarks"	This line was surveyed by a syndicate who estimated an approximate outlay of Rs. 29,377 per mile. A concession was granted to the syndicate in 1901, but in 1905 they renounced it owing to their inability to raise the capital required.
2′ 6″	5		
2′ 6″	18		A large portion of this project is covered by the Ammayanayakkannur-Uttamapalaiyam line proposed by the District Board of Madura.
3′ 3⅜″	16	5,34,280	This line will lie entirely within the territory of the Baroda Darbar who will construct it. Earthwork for famine relief purposes was sanctioned in 1904.
3′ 3⅜″	16·92	...	
5′ 6″	15	9,39,000	In 1905 a Madras firm urged the construction of this line by the State in the interests of traffic in manganese, but the scheme is not supported by the Government of Madras.
2′ 6″	24·05	10,45,904	
5′ 6″		12,46,831	
...	...	...	See "Assam-Burma connection railway".

APPENDIX 39.

Statement showing the total working expenses on the principal railways in India during the year 1906 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

5′ 6″ GAUGE LINES.

Number.	RAILWAY SYSTEM. (*Vide* APPENDIX 38.)	Total working expenses.	GROSS RECEIPTS. APPENDIX 18.		TRAIN-MILES. APPENDIX 18.		TON-MILES INCLUDING DEAD WEIGHT. APPENDIX 18.	
			Item No. 21.	*Item No. 89.*	*Item No. 22.*	*Item No. 90.*	*Item No. 73.*	*Item No. 109.*
			Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.
		(In lakhs.)	(In lakhs.)	(In lakhs.)	(In thousands.)	(In thousands.)	(In millions.)	(In millions.)
1 (*a*)	Bengal-Nagpur	122·22	80·61	171·24	2,435·56	3,646·40	686·03	1,687·44
	Ratio	...	1	2·12	1	1·50	1	2·65
2 (*a*) to (*f*)	Bombay, Baroda and Central India ...	108·53	76·96	146·26	2,296·12	1,399·16	587·19	899·17
	Ratio	...	1	1·90	1·64	1	1	1·53
3 (*a*	Eastern Bengal State	83·13	51·40	83·59	1,899·44	1,422·49	475·87	592·88
	Ratio	...	1	1·63	1·34	1	1	1·25
4 (*a*) to (*d*).	East Indian	321·75	251·00	562·05	7,527·83	9,818·47	2,342·72	6,095·27
	Ratio	...	1	2·24	1	1·30	1	2·60
5 (*a*) to (*f*).	Great Indian Peninsula	320·55	190·35	442·98	7,484·77	8,216·61	1,908·85	3,575·89
	Ratio	...	1	2·33	1	1·10	1	1·87
6 (*a*) to (*d*).	Madras	127·09	79·87	127·60	2,270·79	2,793·73	555·51	1,102·94
	Ratio	...	1	1·60	1	1·23	1	1·99
8 (*a*) & (*b*).	Nizam's Guaranteed State ...	18·43	11·32	34·82	331·51	740·59	94·80	298·01
	Ratio	...	1	3·08	1	2·23	1	3·14
9 (*a*) to (*g*).	North Western State	355·24	212·10	458·36	8,499·13	9,837·19	1,976·37	4,441·50
	Ratio	...	1	2·16	1	1·16	1	2·2
10 (*a*) & (*b*).	Oudh and Rohilkhand State ...	88·53	78·59	77·27	3,183·80	1,998·51	736·37	825·28
	Ratio	...	1·02	1	1·59	1	1	1·12

APPENDIX 39—*concld.*

Statement showing the total working expenses on the principal railways in India during the year 1906 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

3' 3⅜" GAUGE LINES.

Number.	RAILWAY SYSTEM. (*Vide* APPENDIX 38.)	Total working expenses.	GROSS RECEIPTS. APPENDIX 18.		TRAIN-MILES. APPENDIX 18.		TON-MILES INCLUDING DEAD WEIGHT. APPENDIX 18.	
			Item No. 21. Coaching.	*Item No. 89.* Goods.	*Item No. 22.* Coaching.	*Item No. 90.* Goods.	*Item No. 73.* Coaching.	*Item No. 109.* Goods.
		(In lakhs.)	(In lakhs.)	(In lakhs.)	(In thousands)	(In thousands)	(In millions.)	(In millions.)
11 (*a*)	Assam-Bengal	37·92	16·96	22·41	618·76	977·19	114·46	216·81
	Ratio	...	1	1·32	1	1·58	1	1·89
12 (*a*) & (*b*).	Bengal and North-Western ...	63·93	64·08	78·27	2,624·79	2,363·29	495·29	626·01
	Ratio	...	1	1·22	1·11	1	1	1·26
14 (*a*) to (*d*).	Bhavnagar-Gondal-Junagad-Pórbandar	10·98	11·83	9·00	372·04	236·44	59·30	49·63
	Ratio	...	1·31	1	1·57	1	1·20	1
15 (*a*)	Burma	98·70	71·40	82·47	2,029·06	3,088·61	412·14	689·15
	Ratio	...	1	1·16	1	1·52	1	1·67
3 (*b*) and (*c*).	Eastern Bengal State	58·32	41·26	56·80	1,335·29	1,299·64	201·16	320·72
	Ratio	...	1	1·38	1·03	1	1	1·59
3'(*c*)	Hyderabad-Godavari Valley ...	16·11	10·32	19·18	373·82	560·73	69·39	111·35
	Ratio	...	1	1·86	1	1·50	1	1·60
18 (*a*) to (*e*).	Jodhpur-Bikaner	18·66	14·66	25·12	568·89	731·89	103·90	164·20
	Ratio	...	1	1·71	1	1·29	1	1·58
2 (*g*) to (*m*).	Rajputana-Malwa	129·47	97·14	175·70	3,799·67	4,281·48	657·91	1,212·32
	Ratio	...	1	1·81	1	1·13	1	1·84
20 (*a*) & (*b*).	Rohilkund and Kumaon	12·57	11·07	12·13	380·98	391·72	90·77	84·24
	Ratio	...	1	1·10	1	1·03	1·08	1
21 (*a*) to (*f*).	South Indian	81·00	79·41	62·67	2,393·50	2,274·63	412·84	479·01
	Ratio	...	1·27	1	1·05	1	1	1·16
22 (*a*) to (*j*).	Southern Mahratta	74·12	45·56	75·42	1,990·24	2,864·59	313·15	592·55
	Ratio	...	1	1·66	1	1·44	1	1·89

APPENDIX 40.

Memorandum by the Railway Board on the results of Indian Railway working 1906-1907 and proposals for 1907-1908, as published in the Financial Statement.

CAPITAL EXPENDITURE.

The capital expenditure during the year 1906-1907 will amount to Rs. 14,61,16,000 (£9,741,100) being nearly a crore in excess of the expenditure for the year 1905-1906.

2. The expenditure in 1905-1906 includes a sum of approximately 114½ lakhs advanced to the Delhi-Umballa-Kalka Railway Company for the construction of the Kalka-Simla railway, and adjusted against the head "48—State Railways, Construction" on purchase of the railway from the Company by Government. Excluding this special item, the increase over the expenditure in 1905-1906 will be nearly 2¼ crores.

3. For the year 1907-1908 these figures have been greatly reduced. The estimate provides for spending a sum of 13½ crores (£9,000,000), a reduction of 10 per cent. on the provision of last year.

4. Under the head of lines already open, including the provision for additional rolling stock, the amount expended in 1906-1907 will be 919¼ lakhs (£6,129,300), showing an advance of about 151 lakhs over the expenditure under the same head for the previous year. Under the same heads in 1907-1908 provision is made for 1,013¼ lakhs (£6,755,000), an increase of about 10 per cent.

5. A comparison showing capital expenditure for 1907-1908 and the previous five years is contained in the following statement:—

	Lines already open, including additional rolling stock.	Lines under construction.		Total.	Equivalent in sterling.
		Started in previous years.	Started in current year.		
	Lakhs.	Lakhs.	Lakhs.	Lakhs.	£
1902-1903 (actual expenditure) .	4,81·74	4,52·50	71·52	10,05·76	6,705,064
1903-1904 („ „) .	5,58·77	3,13·68	84·62	9,57·07	6,380,468
1904-1905 („ „) .	5,02·76	4,86·91	88·62	10,78·29	7,188,600
1905-1906 („ „) .	7,68·19	5,49·46	32·26	13,49·91	8,999,430
1906-1907 (latest grants) . .	9,19 39	5,10·20	31·57	14,61·16	9,741,100
1907-1908 (proposed grants) .	10,13·24	3,36·76	...	13,50·00	9,000,000

6. The information showing in detail how the expenditure in 1906-1907 and 1907-1908 will be distributed is contained in statement A attached to this memorandum.

The programme for 1907-1908 as originally framed contemplated an outlay of Rs. 15 crores. Financial considerations, however, necessitated its reduction to Rs. 12 crores, for which figure it received Secretary of State's sanction. It was subsequently increased by Rs. 1½ crores and now stands at Rs. 13½ crores.

APPENDIX 40—*contd.*

7. The mileage of lines of all gauges open to traffic on 1st April 1906 was 28,611 and under construction 2,534; on 1st April 1907 there will be 29,571 open and 2,535 under construction. At the end of the coming year there will be 1,703 miles under construction.

RAILWAY REVENUE ACCOUNT.

8. The Railways of India, taken as a whole, have for a succession of years shown a balance to the credit of general revenues, after allowing for working expenses, interest on capital expended, charges for annuities in redemption of capital and miscellaneous railway expenditure. The following table shows the approximate figures for 1906-1907 compared with the actual results for the previous five years :—

[Figures in rupees, omitting 000.]

	Gross receipts.	Working expenses.	Interest charges, etc.	Surplus of Revenue over expenditure.	Equivalent in sterling.
	₹	₹	₹	₹	£
Actuals—					
1901-1902 . . .	30,38,90	14,23,85	14,83,06	1,26,99	846,600
1902-1903 . . .	30,20,08	14,74,08	15,11,66	34,34	228,900
1903-1904 . . .	32,33,68	15,56,72	15,47,86	1,29,10	860,700
1904-1905 . . .	36,03,37	16,94,32	15,93,23	3,15,82	2,105,500
1905-1906 . . .	36,89,12	*16,95,16	16,93,67	3,00,29	2,001,900
Estimate—					
1906-1907 . . .	39,71,89	19,14,29	17,33,96	3,23,64	2,157,800

*NOTE.—The figures to end of 1904-1905 include the companies' shares of surplus profits, now shown under interest charges, etc.

Compared with the results of the previous year the figures for 1906-1907 show an improvement of Rs. 23,35,000 (£155,900). The receipts are more by Rs. 2,82,77,000 (£1,885,200), the working expenses are higher by Rs. 2,19,13,000 (£1,460,900), while interest charges, etc., have increased by Rs. 40,29,000 (£268,400).

GROSS RECEIPTS.

9. In 1905-1906 the gross receipts of railways showed a large improvement over those of the previous year consequent on the opening of new lines, development of passenger traffic on existing lines, and larger movements of food grains as a result of scarcity in Guzerat, Kathiawar, Central India and certain districts in the Madras and Bombay Presidencies. The improvement was general on all railways with the exception of the North Western railway, on which there was a falling-off of over 60 lakhs due mainly to short exports of wheat to Europe owing to the uncertainty as to the prospects of the wheat crops of 1906-1907.

10. In the current year while there has been a set-back in the earnings of the Great Indian Peninsula railway due to a falling-off in traffic in raw cotton, wheat and other grains, the earnings from other railways have continued to expand, notably under goods traffic of the East Indian railway, and in jute and grain traffic on the Eastern Bengal State railway, the latter being the result of scarcity in Eastern Bengal. The earnings of the Indian Midland railway also show a phenomenal increase due to large movements of food grains and other merchandise, while those of the North Western railway are expected to reach practically the same figures as were obtained in 1904-1905.

APPENDIX 40—*contd.*

11. The more important increases are :—

	Rs.
East Indian	38,69,000
Eastern Bengal State	40,01,000
Indian Midland	24,22,000
North Western	61,88,000

The principal decrease being :—

Great Indian Peninsula	19,22,000

WORKING EXPENSES.

12. The increase in working expenses during the year 1906-07 is estimated to amount to Rs. 2,19,13,000 (£1,460,900). This increase to a large extent is due to increased traffic on certain lines of which the North-Western, Eastern Bengal State and Indian Midland railways are the most prominent examples.

These three lines will have earned more than a crore and a quarter of rupees (£833,300) in excess of their earnings during the previous year, and this increase in earnings necessitates increased working expenses.

13. That working expenses would tend to increase was indicated by the Railway Board in their memorandum of last year. The reasons that were given for their opinion apply now as when written a year ago.

14. Railways in India have now to run faster trains, provide better carriages, improve the conditions under which third class passengers are carried, introduce a more elaborate system of signalling, and generally conduct their business under more up-to-date methods than were in use in the past.

15. Some of these improvements will lead to increased revenue. Some will not, but have to be provided to meet the public demands.

16. The cost of many of these improvements being in the nature of renewals has to fall to a considerable extent on revenue.

17. During the period this raising of the standard is being carried out working expenses must rise, though in the end, under some items, more economical working should be secured.

18. To enable railways to carry the heavy traffic offering the permanent-way has to be improved and girders strengthened. Most lines now when making branches wish to use their light main line rails in these branches and renew the main line with heavier rails.

19. This is a sound business arrangement, but carrying out the policy indicated means that revenue has to renew before the rail itself is nearly worn out. The result is increased debits to revenue for a time, causing increased working expenses. The Board hope that a practical solution may be found to meet this difficulty, so that working expenses may be steadied and not liable to unnecessary fluctuations.

NEW LINES TO BE CONSTRUCTED.

20. Owing to the reduction in the programme, the heavy demands on account of open lines, and the large mileage of lines at present under construction, no expenditure on new lines is proposed during the year 1907-08.

OPEN LINE REQUIREMENTS.

21. The total amount allotted during 1907-1908 to open lines, *viz.*, 10,13¼ lakhs (£6,755,000) out of a total for the year of 13,50 lakhs (£9,000,000), has been divided between general open line requirements and additional rolling-stock requirements approximately as follows :—

		Lakhs. Rs.
1907-1908	Open line requirements	445¼
	Rolling-stock	568

APPENDIX 40—*contd.*

This shows a decrease of 64 lakhs under open line requirements and an increase of 186 lakhs under rolling-stock, in comparison with the provision made under these heads in 1906-1907, the figures for which were as follows:—

		Lakhs.
1906-1907	Open line requirements	509
	Rolling-stock	382

ROLLING-STOCK.

22. In their memorandum on the Budget last year, the Railway Board definitely stated that the then standard of equipment of Indian Railways in the matter of rolling-stock was below the requirements. Acting on this opinion they made the very large provision of 382 lakhs, to be spent for rolling-stock during the year 1906-1907, and this money has all been spent. The sum of 382 lakhs represents in sterling about $2\frac{1}{2}$ million pounds and was $\frac{3}{4}$ of a million pounds sterling more than the allotment provided for 1905-1906.

23. For the ensuing year 1907-1908, they have made a provision of 568 lakhs or about $3\frac{3}{4}$ million sterling for rolling-stock, which provision has met in full the demands of all railways for grants for rolling-stock for that year.

This increased provision of rolling-stock, coupled as it is with the necessity for providing additional sums for open line works, to enable the increased stock to be worked efficiently, has exhausted the funds at the Board's disposal, with the result that no new lines can be put in hand, until next year at the earliest.

24. The Railway Board are as fully aware, as the public are, of the urgent necessity for more rolling-stock, and have consistently done as much as they were able, with the funds placed at their disposal.

COMMUNICATION BETWEEN PASSENGERS AND GUARD OF A TRAIN.

25. The provision of an effective means of communication between passengers and the guard being a matter that seriously affects the safety of the travelling public, orders were issued by the Railway Board for the adoption on all railways in India of the type of communication now in general use in England. The North Western, Oudh and Rohilkund and Eastern Bengal State railways were instructed to at once provide this means of communication on new and rebuilt stock, and to fit the communication to the existing stock of all classes as rapidly as possible. The work of fitting the existing carriages of companies' railways is, with certain exceptions, required to be completed within two years from the date of the order.

GENERAL.

26. In order to encourage imports into tracts suffering from fodder famine the administration of the North Western railway was instructed to help the movement of *bhusa* from the Punjab, and specially from the canal colonies by quoting low rates. Rates were accordingly reduced by them, and the Oudh and Rohilkund, East Indian, Bombay, Baroda and Central India, Jodhpur-Bikaner and Gwalior Light railways followed suit. These reductions resulted in great benefit to the famine-stricken tracts.

27. Attention is invited to statements B and C attached to this memorandum which contain information of interest.

APPENDIX 40—*contd.*

STATEMENT A.

Statement of anticipated capital expenditure on railways, open and under construction, for the year 1907-1908.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Grants allotted for 1906-1907.	Distribution grants during 1907-1908.
	A.—OPEN LINES.	R	R
	I. (i)—STATE, BY STATE AGENCY.		
1	Eastern Bengal— Main line	58·13	91·79
2	Murshidabad Branch		
3	Kaunia-Bonarpara	2·77	...
4	Jodhpur-Hyderabad (British section)	0·14	—0·18
5	North Western— Main line	184·16	159·27
6	Jech-Doab (Southern section)	7·09	1·18
7	Kalka-Simla	45·94	5·07
8	Rohri-Samasata, doubling	39·34	13·65
9	Shahdara-Sangla	8·01	2·65
10	Oudh and Rohilkhand— Main line	26·04	32·08
11	Allahabad-Jaunpur	4·50	1·66
12	Warora Colliery	—1·68	...
13	Reserve	...	163·42
	Total Open lines, State, by State Agency	374·44	470·59
	I. (ii)—STATE, BY AGENCY OF COMPANIES.		
14	Assam-Bengal	25·15	25·04
15	Bengal and North-Western— Tirhoot	22·25	16·96
16	Sakri-Jainagar		1·56
17	Bombay, Baroda and Central India— Main line	15·39	15·03
18	Palanpur-Deesa	0·02	...
19	Rajputana-Malwa	35·41	27·23
20	Rewari-Phulera	3·60	0·24
21	East Indian— Main line	160·10	102·45
22	Agra Junction-Belinganj	10·00	3·01
23	Great Indian Peninsula— Main line	49·54	94·18
24	Agra-Delhi chord	4·64	2·25
25	Bhopal-Itarsi (British section)	0·91	1·70
26	Madras— Nilgiri	0·53	1·20
27	North-East line	6·80	14·52
28	Nizam's Guaranteed State— Bezwada extension	0·03	0·03
	Carried over	334·37	305·40

APPENDIX 40—*contd.*

Capital Expenditure on Railways, 1907-1908—contd.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Grants allotted for 1906-07.	Distribution of grants during 1907-08.
		Rs.	Rs.
	Brought forward	334·37	365·40
	A.—OPEN LINES—*concld.*		
	I. (ii)—State, by Agency of Companies—*concld.*		
	South Indian—		
29	Main line	27·00	28·25
30	Travancore branch (Native State section)	0·03	0·20
31	" " (British section)	0·20	0·20
	Southern Mahratta—		
32	Guntakal-Mysore Frontier	0·05	0·10
	Total Open Lines, State, by Agency of Companies	361·65	334·15
	II.—From Capital of old Guaranteed Companies.		
	Madras—		
33	Main line	22·92	26·70
34	Calicut-Azhikal	12	0·40
35	Bombay, Baroda and Central India	11	...
	Total Open Lines, Old Guaranteed Companies	23·15	27·10
	III.—From Capital of Companies other than old Guaranteed Companies.		
	Bengal-Nagpur—		
36	Main line	89·91	9·71
37	Midnapur-Jherriah		
38	Satpura (Jubbulpur-Gondia)		90·18
39	Sini-Midnapur-Cuttack-Calcutta		
	Burma—		
40	Main line	45·02	42·60
	Great Indian Peninsula—		
41	Indian Midland	12·44	24·91
	Rohilkund and Kumaon—		
42	Lucknow-Bareilly	2·18	4·55
	Southern Mahratta—		
43	Main line	7·74	9·15
44	Mysore Section	2·82	...
	Total Open Lines, other Companies	160·11	181·10
	IV.—From Capital of Branch Line Companies with firm Guarantee.		
45	Hardwar-Dehra	0·04	0·30
	Total Open Lines, Branch Line Companies	0·04	0·30

APPENDIX 40—*contd.*

Capital Expenditure on Railways, 1907-1908—contd.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1905-1906.	Grants allotted during 1906-1907.	Distribution of grants during 1907-1908.
	B.—CONSTRUCTION OF LINES.	Miles.	Rs.	Rs.	Rs.	Rs.
	I. (i)—State, by State Agency.					
	Lines in Progress.					
46	Coonoor-Ootacamund	12	24·40	9·07	6·58	4·50
	Eastern Bengal—					
47	Forbesganj-Nepal Frontier	6·5	2·22	0·65	1·07	0·17
48	Golakganj-Gauhati	151	93·26	54·81	29·40	20·02
49	Katihar-Godagari	105	104·86	36·60	35·50	18·00
	Nagda-Muttra—					
50	Main line	344	298·11	82·39	137·00	67·00
51	Baran-Kotah	40	37·59	1·07	19·00	13·00
	North-Western—					
52	Khushalgarh-Kohat conversion and Indus Bridge	34	31·92	11·16	11·19	5·32
53	Kohat-Thal conversion	57	30·32	...	4·42	2·00
54	Thal-Parachinar	59·6	35·22			
55	Lodhran-Khanewal	56	45·15	...	7·80	15·72
56	Loi-Shilman	38	100·00	8·70	21·79	6·00
57	Shorkot Road-Chichoki	131	31·34	...	4·45	17·28
58	Quetta-Nushki	83	90·06	85·12	2·46	...
	Total	...	10,24·45	289·57	280·66	169·01
	I. (ii)—State, by Agency of Companies.					
	Lines in Progress.					
	Assam Bengal—					
59	Akhaura-Bhairab Bazar	19	14·30	1·79	1·84	4·05
60	Kalaura-Khooseara	16	7·80	...	0·29	4·09
	Bengal and North-Western—					
61	Tirhoot extensions	209	117·43	92·96	23·50	10·38
	Burma—					
62	Daga Loop	66	40·05	...		9·00
63	Henzada-Kyangin	66	54·59	18·64	52·82	3·45
64	Pegu-Moulmein	122	112·88	65·65		21·05
	East Indian—					
65	Bhagalpur-Bausi	31	23·31	1·87	3·00	
66	Gya-Hariharpur	100	144·69	192·16	15·00	
67	Hariharpur-Barakar	48	74·54		6·00	
68	Hooghly-Katwa	65	58·46	1·45	5·00	37·73
69	Khurja-Hapur	39	25·98	13·19	14·00	
70	Katwa-Barharwa	103	86·37	...	0·70	
71	Ondal-Sainthia	45	43·55	37·15	6·20	
	Great Indian Peninsula—					
72	Harbour Branch	8	45·61	6·98	8·67	9·77
73	Warora-Bellarpur	38	31·94	16·07	14·13	1·50
	Carried over	...	881·50	447·91	151·15	101·02

APPENDIX 40—*contd.*

Capital Expenditure on railways, 1907-1908—contd.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1905-1906.	Grants allotted during 1906-1907.	Distribution of grants during 1907-1908.
		Miles.	Rs.	Rs.	Rs.	Rs.
	Brought forward .		881·50	447·91	151·15	101·02
	B.—CONSTRUCTION OF LINES—*concld.*					
	I. (ii)—STATE, BY AGENCY OF COMPANIES—*concld.*					
	Lines in Progress—concld.					
	Madras—					
74	Azhikal-Mangalore	77	129·05	106·21	20·30	3·49
	Southern Mahratta—					
75	Dhone-Kurnool (section of Hyderabad-Guntakal, No. 58) .	32	11·32	...	1·00	4·00
	South Indian—					
76	Rameswaram Extension	12	35·19	4·90	·91	...
	TOTAL .	...	10,57·06	559·02	173·36	108·51
	II.—FROM CAPITAL OF OLD GUARANTEED COMPANIES.	...	...	...	...	...
	III.—FROM CAPITAL OF COMPANIES OTHER THAN OLD GUARANTEED COMPANIES.					
	Lines in Progress.					
	Bengal-Nagpur—					
77	Gondia-Chanda	223	109·39	3·33	41·61	25·50
78	Kampti-Ramtek	17	7·42	...	4·37	1·74
79	Nainpur-Mandla	32	11·65	...	1·17	5·00
80	Pench Valley	29	16·53	8·93	2·30	0·50
81	Purulia-Ranchi	72	39·83	2·66	21·43	10·50
82	Raipur-Vizianagram	311	250·42	...	7·37	10·00
	TOTAL .	...	435·14	14·92	78·25	53·24
	IV.—FROM CAPITAL OF BRANCH LINE COMPANIES WITH FIRM GUARANTEE.					
	V.—FROM CAPITAL OF LOCAL BOARDS.					
	Lines in Progress.					
83	Bezwada-Masulipatam	50	22·93	4·00	9·50	6·00
	Total ...	...	...	...	14,61·16	13,50·00

APPENDIX 40—*contd.*

Capital Expenditure on railways, 1907-1908—concld.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Distribution of grants for 1907-1908.	
	ABSTRACT BY OPEN LINES AND CONSTRUCTION.	Rs.	Rs.
	A.—Capital for Open Lines.		
	I. (i) State, by State agency	470·59	
	I. (ii) State, by agency of Companies	334·15	
	II. Old Guaranteed Companies	27·10	
	III. Other Companies	181·10	
	IV. Branch Line Companies	0·30	
	Total Open Lines		10,13·24
	B.—Capital for Lines in Progress and New Lines.		
	I. (i) State, by State Agency	169·01	
	I. (ii) State, by agency of Companies	108·51	
	II. Old Guaranteed Companies	...	
	III. Other Companies	53·24	
	IV. Branch Line Companies	...	
	V. Local Boards	6·00	
	Total Lines in Progress and New Lines		336·76
	GRAND TOTAL		13,50·00
	ABSTRACT SHOWING DISTRIBUTION BY FUNDS.		
I.—From Imperial Funds.	(i) State, by State agency — (a) Open Lines	470·59	
	(i) State, by State agency — (b) Construction	169·01	
	Total (i)		639·60
	(ii) State, by agency of Companies — (a) Open Lines	334·15	
	(ii) State, by agency of Companies — (b) Construction	108·51	
	Total (ii)		442·66
	Total I		10,82·26
II.—From Capital of old Guaranteed Companies	(a) Open Lines	27·10	
	(b) Construction	...	
	Total II		27·10
III.—From Capital of Companies other than old Guaranteed Companies.	(a) Open Lines	181·10	
	(b) Construction	53·24	
	Total III		234·34
IV.—From Capital of Branch Line Companies with firm Guarantee.	(a) Open Lines	0·30	
	(b) Construction	...	
	Total IV		0·30
V.—From Capital of Local Boards	(a) Open Lines	...	
	(b) Construction	6·00	
	Total V		6·00
Total I to V	(a) Open Lines	10,13·24	
	(b) Construction	336·76	
	GRAND TOTAL	13,50·00	13,50·00

APPENDIX 40—*contd.*

STATEMENT B.

Statement showing proposed lines which are under negotiation for construction by private Companies.

No.	Name of Railway.	Length.	Estimated cost.
	Bombay—	Miles.	Rs.
1	Dholka-Dhandhuka-Ranpur . .	58	Not stated.
2	Idar Road to Bramhakhed . .	32	Do.
3	Mirpur Khas-Jhudo . . .	46	(*a*)
	Bombay and Hyderabad (Nizam's)—		
4	Tadwale to Latur	37	Not stated.
	Eastern Bengal and Assam—		
5	Mymensingh *vid* Netrokona to Bara-Ari, with branch from Shambhuganj to Gauripur . .	36	22,16,000
6	Singhjani *vid* Sherpur to Nalitabari	25	12,39,000
7	Sirajganj-Ullapara . . .	18	11,00,000
	Madras—		
8	Tinnevelly-Tiruchendur . . .	38	20,52,000
	Punjab—		
9	Rawalpindi-Murree, with extensions to Kuldana and Gharial . .	40	36,89,000
	Punjab and Rajputana—		
10	Borawar-Hissar	186	33,07,790

(*a*) £55,000 (or Rs. 8,25,000 at Rs. 15=£1) is proposed to be raised for the construction of this line.

APPENDIX 40—*contd.*

STATEMENT C.

Memorandum on the Construction of Railways.

At the commencement of 1906-07, *i.e.*, on the 1st April 1906, the total length of railways open for traffic was 28,611·07 miles, made up as follows :—

Open lines on 1st April 1906.

		Miles.	Miles.
(i)	Eastern Bengal	497·95	
	North Western	(*a*) 3,266·85	4,931·65
	Oudh and Rohilkhand	(*b*) 1,165·05	
(ii)	Agra-Delhi Chord (*c*)	125·81	
	Bengal-Nagpur	1,689·76	
	Bezwada Extension (*d*)	20·58	
	Bhopal-Itarsi (*British section*) (*e*)	13·11	
	Bombay, Baroda and Central India	(*e*) 504·35	7,363·02
	East Indian	1,999·79	
	Godhra-Rutlam-Nagda (*f*)	141·74	
	Great Indian Peninsula	1,561·63	
	Indian Midland (*c*)	909·66	
	Madras (North-East line) (*g*)	(*h*) 497·10	
(iii)	Madras	...	994·01
(iv)	Hardwar-Dehra (*i*)	...	32·04
(v)	South Behar (*j*)	78·76	
	Southern Punjab (*k*)	425·33	814·07
	Southern Punjab (Ludhiana) Extension (*k*)	154·60	
	Tapti Valley (*f*)	155·48	
(vi)	A. Delhi-Umballa-Kalka (*j*)	...	162·36
	B. Tarkessur (*j*)	...	22·23
(vii)	A. Bhopal-Itarsi (*Native State section*) (*e*)	44·29	
	Bhopal-Ujjain (*e*)	113·27	
	Bina-Goona-Baran (*e*)	145·63	
	Kolar Gold Fields (*g*)	9·88	
	Nagda-Ujjain (*f*)	34·32	711·33
	Nizam's Guaranteed State	330·14	
	Petlad-Cambay (Anand-Tarapur section) (*f*)	21·60	
	Petlad-Cambay (Tarapur-Cambay section) (*f*)	12·31	
	Jammu and Kashmir (*Native State section*) (*k*)	15·93	
	B. Ludhiana-Dhuri-Jakhal (*k*)	78·66	201·69
	Rajpura-Bhatinda (*k*)	107·05	
(viii)	Cawnpore-Barhwal (*Metre gauge link*)	(*l*) 79·60	
	Eastern Bengal—		
	Behar, Kaunia-Dhubri and Northern sections (*including the British section of the Santrabari extension and the Ranaghat-Krishnagar and Teesta-Kurigram branches*)	686·36	852·38
	Dacca section	86·02	
	Assam-Bengal	775·28	
	Bellary-Buyedrag (*m*)	33·35	
	Burma	1,340·15	
	Guntakal-Mysore frontier (*m*)	119·20	
	Hosur-Kothur (*m*)	43·06	
	Jodhpur-Hyderabad (*British section*) (*n*)	123·98	
	Lucknow-Bareilly (*o*)	237·04	
(ix)	Mysore section (Southern Mahratta) (*m*)	296·22	7,614·00
	Nilgiri (*o*)	16·99	
	Palanpur-Deesa (*f*)	17·28	
	Rajputana-Malwa (*f*)	(*p*) 1,762·33	
	South Indian	1,123·05	
	Southern Mahratta	1,042·04	
	Tinnevelly-Quilon (Travancore) (*British section*) (*q*)	50·49	
	Tirhoot (*r*)	613·20	
(x)	Tanjore District Board (*g*)	...	99·46
(xi)	A. Ahmedabad-Dholka (*f*)	33·50	138·89
	Ahmedabad-Parantij (*f*)	54·70	
	Mymensingh-Jamalpur-Jagannathganj (*s*)	50·69	
	A. Rohilkund and Kumaon	...	109·92
	B. Dibru-Sadiya	...	77·50
(xii)	C. Bengal-Doours	...	36·40
	Bengal and North-Western	123·93	
	D. Bengal-Doons Extensions	116·55	1,045·21
	Deoghur	4·79	
(xiii)	Ledo and Tikak-Margherita (*t*)	...	8·50
(xiv)	A. Bhavnagar-Gondal-Junagad-Porbandar	(*u*) 334·19	
	Bikaner	246·33	
	Dharangadra (*v*)	20·88	
	Jamnagar (*v*)	(*w*) 54·22	1,326·63
	Jetalsar-Rajkot (*v*)	46·21	
	Jodhpur	403·89	
	Morvi	(*x*) 94·94	
	Udaipur-Chitor	67·30	
	B. Birur-Shimoga (*m*)	37·93	814·38
	Gaekwar's Mehsana (*f*)	92·03	
	Hindupur (Yesvantpur-Mysore frontier) (*m*)	51·35	
	Hyderabad-Godavari Valley (*d*)	391·73	
	Jaipur (*y*)	32·18	
	Kolhapur (*m*)	29·27	
	Mysore-Nanjangud (*m*)	18·80	
	Shoranur-Cochin (*g*)	64·75	
	Tinnevelly Quilon (Travancore) (*Native State section*) (*q*)	57·98	
	Vizapur-Kalol-Kadi (*f*)	42·37	
(xv)	Karaikkal-Peralm (*q*)	14·85	73·60
	Pondicherry (*q*)	7·85	
	West of India Portuguese (*m*)	51·10	
(xvi)	Dadool Light (3′ 0″) (*k*)	6·18	168·41
	Jorhat (2′ 0″)	30·25	
	Khushalgarh-Kohat-Thal (2′ 6″) (*k*)	91·73	
	Nowshera-Durgai (2′ 6″) (*k*)	40·25	
(xvii)	Jubbulpore-Gondia Extension (2′ 6″) (*g*)	243·05	404·25
	Kika-Siwla (2′ 0″)	59·44	
	Morapur-Dharmapuri (2′ 6″) (*g*)	18·14	
	Raipur-Dhamtari (2′ 6″) (*g*)	56·21	
	Tirupattur-Krishnagiri (2′ 6″) (*g*)	25·38	
(xviii)	A. Darjeeling-Himalayan (2′ 0″)	51·09	58·76
	Thaton-Dupiumak (2′ 6″)	7·76	
	B. Howrah-Amta Light (2′ 0″)	37·19	121·60
	Howrah-Sheakhala Light (2′ 0″)	19·75	
	Tezpur-Balipara Light (2′ 6″)	20·10	
	C. Barsi Light (2′ 6″)	27·03	67·43
	Powayan Light (2′ 6″) (*o*)	39·50	
(xix)	Tarakeshwar-Magra Light (2′ 6″)	...	33·27
(xx)	A. Cutch (3′ 6″)	...	11·86
	Gaekwar's Dabhoi (2′ 6″) (*f*)	24·49	
	Gwalior Light (3′ 0″) (*c*)	183·63	
	B. Mourbhanj (2′ 6″) (*j*)	32·41	372·42
	Parlakimedi Light (2′ 6″) (*j*)	24·62	
	Rajpipla (3′ 6″) (*f*)	37·37	
	C. Cooch Behar (3′ 6″) (*z*)	...	33·60

		Miles.	Miles.
5′ 6″ gauge—			
(i)	State lines worked by the State		4,931·85
(ii)	State lines worked by companies		7,363·02
(iii)	Companies' lines guaranteed by Government under the old contracts		904·01
(iv)	Companies' lines guaranteed by Government under modern contracts		32·04
(v)	Branch line companies' railways assisted by Government under "Rebate" terms		814·07
(vi)	Assisted companies' lines—		
	A. Subsidized by the Government of India	162·36	
	B. Receiving land only from Government	22·23	
			184·59
(vii)	Native State lines—		
	A. Worked by companies	711·33	
	B. Worked by State railway agency	201·69	
			913·02
			15,142·60
3′ 3⅜″ gauge—			
(viii)	State lines worked by the State		852·38
(ix)	State lines worked by companies		7,614·00
(x)	District Boards' lines		99·46
(xi)	Branch line companies' railways assisted by Government under "Rebate" terms		138·89
(xii)	Assisted companies' lines—		
	A. Subsidized by the Government of India	109·92	
	B. Subsidized by Local Governments	77·50	
	C. Subsidized by District Boards	36·40	
	D. Receiving land only from Government	1,045·21	
			1,269·03
(xiii)	Unassisted companies' lines		8·50
(xiv)	Native State lines—		
	A. Worked by Native States	1,326·63	
	B. Worked by companies	814·38	
			2,141·01
(xv)	Lines in Foreign Territory		73·60
			12,196·87
Special (2′ 6″ and 2′ 0″) gauges—			
(xvi)	State lines worked by the State		168·41
(xvii)	State lines worked by companies		404·25
(xviii)	Assisted companies' lines—		
	A. Subsidized by Local Governments	58·76	
	B. Subsidized by District Boards	121·60	
	C. Receiving land only from Government	67·43	
			247·79
(xix)	Unassisted companies' lines		33·27
(xx)	Native State lines—		
	A. Worked by Native States	11·86	
	B. Worked by companies	372·42	
	C. Worked by State railway agency	33·60	
			417·88
			1,271·60
	TOTAL		28,611

(*a*) Includes 5·63 miles of military line not used for public traffic and 28·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bhatinda and Kot Kapura, worked over by the North Western State and Rajputana-Malwa railways.
(*b*) Includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Barhwal and Bara Banki, 0·59 mile on the Cawnpore Bridge and 1·31 mile of 3′ 3⅜″ gauge line between the Oudh and Rohilkhand State Railway Cantonment and the Bengal and North-Western Railway City stations at Benares.
(*c*) Worked by the Great Indian Peninsula Railway Company.
(*d*) Worked by His Highness the Nizam's Guaranteed State Railways Company.
(*e*) Includes 39·23 miles of 3′ 3⅜″ gauge line between Viramgam and Wadhwan.
(*f*) Worked by the Bombay, Baroda and Central India Railway Company.
(*g*) Worked by the Madras Railway Company.
(*h*) Includes 1·90 mile of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Kistna Block hut and 1·07 mile of 3′ 3⅜″ gauge line between Kistna Block hut and Tadepalli.
(*i*) Worked by the Oudh and Rohilkhand State railway.
(*j*) Worked by the East Indian Railway Company.
(*k*) Worked by the North Western State railway.
(*l*) Excludes 3·63 miles of the Lucknow-Bareilly railway between Aishbagh and Daliganj, worked over, but includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Barhwal and Bara Banki and 0·59 mile of the Oudh and Rohilkhand State railway on the Cawnpore Bridge.
(*m*) Worked by the Southern Mahratta Railway Company.
(*n*) Worked by the Jodhpur-Bikaner railway.
(*o*) Worked by the Rohilkund and Kumaon Railway Company.
(*p*) Includes 2·10 miles at Ujjain, 3·07 miles between Agra Cantonment and Jumna East Bank and 0·94 mile between Lahori Gate Cabin and Brewery Cabin, Delhi, laid on the 5′ 6″ gauge, and 28·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Kot Kapura and Bhatinda, worked over by the Rajputana-Malwa and North Western State railways.
(*q*) Worked by the South Indian Railway Company.
(*r*) Worked by the Bengal and North-Western Railway Company.
(*s*) Worked by the Eastern Bengal State railway.
(*t*) Worked by the Assam Railways and Trading Company.
(*u*) Includes 5·23 miles of Bhavnagar Dock estates and Junagad quarry lines.
(*v*) Worked by the Bhavnagar-Gondal-Junagad-Porbandar railway.
(*w*) Includes 3·93 miles of the Bedi Bandar Dock estates lines.
(*x*) Includes 20·70 miles of 2′ 6″ gauge line between Vankaner and Morvi.
(*y*) Worked by the Bengal-Nagpur Railway Company.

APPENDIX 40—*contd.*

And the mileage under construction or sanctioned for construction on the same date, was 3,304·98 miles, as follows :—

	Miles.	Miles.
5′ 6″ gauge—		
(i) State lines worked by the State	690·56	
(ii) State lines worked by companies	916·22	
(iii) Branch line companies' railways assisted by Government under "Rebate" terms	26·85	
		1,633·63
3′ 3⅜″ gauge—		
(iv) State lines worked by the State	227·3	
(v) State lines worked by companies	425·38	
(vi) District Boards' lines	49·50	
(vii) Assisted companies' lines—		
A. Subsidized by the Government of India	92·00	
B. Subsidized by local Governments	8·50	
C. Receiving land only from Government	95·23	
	195·73	
(viii) Native State lines worked by companies	82·78	
		980·76
Special (2′ 6″ and 2′ 0″) gauges—		
(ix) State lines worked by the State	6·80	
(x) State lines worked by companies	329·66	
(xi) Assisted companies' lines—		
A. Subsidized by District Boards	12·50	
B. Receiving land only from Government	208·32	
	220·82	
(xii) Native State lines—		
A. Worked by Native States	44·63	
B. Worked by companies	66·66	
C. Worked by State railway agency	22·02	
	133·31	
		690·59
TOTAL		3,304·98

There was thus a grand total of railways completed and in hand, on the 1st April 1906, of miles . . . . . 31,916·05

Lines under construction and sanctioned on 31st March 1906.

		Miles.	Miles.	Miles.
(i)	Eastern Bengal—			
	Kakurgachi Chord	2·25	11·00	
	Lalgola to Lalgola Ghát	2·75		
	Panchooria to the Ganges river (*a*)	6·00		
	Nagda-Muttra—			
	Kotah to Barau	40·00	383·93	
	Nagda to Muttra	343·93		
	North Western—			690·56
	Kacha Garhi to mile 23	23·00		
	Lodhran to Khanewal	66·89		
	Sargoda to Shorkot Road	103·14	238·08	
	Shahdara to Sangla	55·35		
	Oudh and Rohilkhand—			
	Phaphamau to Zafarabad			57·60
	Azhikal-Mangalore			77·27
(ii)	Bengal-Nagpur—			
	Bhojudih to Hariharpur	25·64	340·51	
	Bhojudih to Parthadihi	2·28		
	Branch line near Kanoodih	1·27		
	Vizianagram to Raipur	310·62		
	East Indian—			
	Agra direct access	1·75		
	Barharwa to Katwa	99·14		
	Bhagalpur to Bausi	31·04		
	Borachuk to Sodepur	4·50		
	Chord line between the East Indian and Oudh and Rohilkhand State railways near Moghal Sarai	1·19		
	Ghát line to Dhulian	1·06	416·11	916·22
	Ghát line to Sajimpara	2·50		
	Hooghly to Katwa	66·20		
	Khurja to Hapar	38·87		
	Manpur to Dhanbaid	121·49		
	Mile 170¾ from Howrah on the Jharia branch to Chandore	4·16		
	Nagri to Kasunda	1·59		
	Ondal to Sainthia	43·63		
	Great Indian Peninsula—			
	Kuria to Mazagaon	6·51	45·42	
	Mahim link	1·23		
	Warora to Ballarpur	37·68		
	Madras (North-East line)—			
	Korukkuppettai to Basin Bridge		0·85	
	Salem-Attur (*b*)		36·06	
(iii)	Amritsar-Patti			26·85

(iv)	Eastern Bengal—			
	Forbesganj to the Nepal Frontier	6·50		
	Katihar to Godagari	105·00		227·37
	Kokrajhar to the Brahmaputra river opposite Gauhati	115·87		
(v)	Assam-Bengal—			
	Akhaura to Ashuganj	19·00	35·00	
	Kalaura to the Khoosecara river	16·00		
	Burma—			
	Thamaing to Malagaon		6·70	
	Burma Extensions—			
	Henzada to Kyangin	65·66	196·93	
	Pegu to Martaban (*b*)	121·27		
	Nilgiri—			
	Coonoor to Ootacamund		11·50	425·38
	South Indian—			
	Mandapam to Rameswaram Temple	10·12		
	Tangachimadam to Port Amphihill	1·71	20·83	
	Tiruppachettai to Sivaganga	9·00		
	Tirhoot—			
	Bairagnia-Narkatiaganj	58·05		
	Bhagalpur Kachery to Bhagalpur	0·79		
	Mansi to Bhapthahi	60·37	164·42	
	Narkatiaganj to Bagaha	26·60		
	Sabarsa to Murliganj	18·61		
(vi)	Bezwada-Masulipatam			4·50
(vii)	A. Rohilkund and Kumaon—			
	Lalkua to Kashipur		45·00	92·00
	Moradabad to Bannagar		47·00	
	B. Dibru-Sadiya—			
	Talap to Saikhoa Ghat			8·50
	C. Bengal and North-Western—			
	Dharonda to Maharajganj		3·90	
	Gainsari to Jatwá		12·56	95·23
	Gorakhpur to Bagaha		60·94	
	Savan to Thawe		17·83	
(viii)	Gaekwar's Mehsana—			
	Chansama to Bechraji	16·74	38·11	
	Mansud Road to Harij	21·37		
	Jaipur—			82·78
	Nawai to Siwai Madhopur		40·67	
	Sangli—			
	Miraj to Sangli Town		4·00	

(ix)	Jullundur-Kapurthala-Sultanpur (*British section*) (*c*)—			
	Jullundur to the British Frontier			6·80
(x)	Gondia-Chanda (2′ 6″)—			
	Gondia to Chanda	148·65	212·40	
	Panni (Brahmapuri) to Nagpur	63·75		
	Jubbulpore-Gondia Extension (2′ 6″)—			329·66
	Khirsadoh to Burkuhi	5·08	44·98	
	Khirsadoh to Sirgora	7·76		
	Nainpur to Mandla	32·14		
	Purulia-Ranchi (2′ 6″)		72·28	
(xi)	A. Howrah-Amta Light (2′ 0″)—			
	Autpur to Champadanga (*b*)		9·00	12·50
	Autpur to Rajbulhat (*b*)		3·50	
	B. Barsi Light (2′ 6″)—			
	Barsi Road Junction to Pandharpur	30·67	51·03	
	Kuslamb to Tadwale	20·36		
	Dwara-Therria Light (2′ 6″)—			
	Dwara to Maolong (*d*)	13·50	19·50	208·32
	Maolong to Therria Ghat (*b*)	6·00		
	Matheran (2′ 0″)—			
	Neral to Matheran		12·79	
	Shahdara (Delhi)-Saharanpur Light (2′ 6″)—			
	Barant to Meerut	30·00	125·00	
	Shahdara to Saharanpur	95·00		
(xii)	A. Cutch (2′ 6″)—			
	Anjar to Bhuj		25·30	44·63
	Dholpur-Bari (2′ 6″)		19·25	
	B. Gwalior Light (2′ 0″)—			
	Sabalgarh to Shiupur			66·66
	C. Jullundur-Kapurthala-Sultanpur (*Native State section*)—			
	Sultanpur to the British Frontier (*c*)			22·02

(*a*) Constructed but not worked.
(*b*) Commencement of work not authorised.
(*c*) Commencement of work not authorised and question of gauge not finally settled.
(*d*) Completion deferred.

APPENDIX 40—*contd.*

New Lines authorized.

During 1906-1907, *i.e.*, from 1st April 1906 to the 31st March 1907, 520·20 miles of new railway have been authorized as follows:—

		Miles.	Miles.	Miles.
(i)	North Western—			
	Shorkot Road to Chichoki	130·80	190·40	
	Thal to Parachinar	59·60		
	Oudh and Rohilkhand—			278·88
	Balamau to Sitapur	37·12	88·48	
	Rosa to Sitapur	51·36		
(ii)	Bengal-Nagpur—			
	Kamptee to Ramtek	14·74	61·27	
	Kandri branch	2·53		
	Sini to Gurumaishini	44·00		70·58
	East Indian—			
	Toposi to Baraboni		9·31	

		Miles.	Miles.	Miles.
(iii)	Burma—			
	Neikban to Begayet	66·25		
	Hospet-Kottur—			103·21
	Ramandrug Junction to Ramanamalai	4·96		
	Kurnool Road-Kurnool	32·00		
(iv)	Bengal and North-Western—			
	Burhwal to Sitapur		59·80	
(v)	Gaekwar's Mehsana—			
	Khersalu to Dabhora		7·73	

5′ 6″ gauge—

	Miles.	Miles.
(i) State lines worked by the State	278·88	
(ii) State lines worked by companies	70·58	
		349·46

3′ 3⅜″ gauge—

(iii) State lines worked by companies	103·21	
(iv) Assisted companies' lines receiving land only from Government	59·80	
(v) Native State lines worked by companies	7·73	
		170·74
TOTAL		520·20

Lines opened or likely to be opened.

And 951·84 miles have been, or are likely to be, opened to public traffic as follows:—

		Miles.	Miles.	Miles.
(vi)	Eastern Bengal—			
	Kakurgachi Chord	2·25		
	North Western—			
	Shahdara to Sangla	*55·50	158·64	
	Shorkot Road to Sargoda	103·14		219·07
	Oudh and Rohilkhand—			
	Phaphamau to Zafarabad		*58·18	
(vii)	Azhikal-Mangalore	77·27		
	Bengal-Nagpur—			
	Bhojudih to Gomoh (Hariharpur)	25·64	27·61	
	Branch line near Khanoodih	1·97		
	East Indian—			
	Khurja to Hapur	37·87		
	Manpur to Dhanbaid	*123·17	207·59	350·91
	Tetulmari (Nagri) to Kasunda	1·59		
	Ondal to Sainthia	*44·96		
	Great Indian Peninsula—			
	Warora to Bellarpur	37·69		
	Madras (North-East line)—			
	Korrukkuppettai to Basin Bridge	0·65		
(viii)	Amritsar-Patti		*27·49	

5′ 6″ gauge—

	Miles.	Miles.
(vi) State lines worked by the State	219·07	
(vii) State lines worked by companies	350·91	
(viii) Branch line companies' railways assisted by Government under "Rebate" terms	27·49	
		597·47

		Miles.	Miles.	Miles.
(ix)	Hospet-Kottur—			
	Ramandrug Junction to Ramanamalai	4·96		
	South Indian—			
	Pamban beach to Rameswaram	6·95		
	Tirhoot—			174·56
	Bairagnia to Narkatiaganj	58·25		
	Mansi to Baptiahi	60·37	162·65	
	Narkatiaganj to Bagaha	*25·62		
	Saharsa to Murliganj	18·61		
(x)	Tanjore District Board—			
	Arantangi Quarry Branch (*a*)		3·90	
(xi)	Mymensingh-Jamalpur Jagannathganj—			
	New line laid at Jagannathganj (*a*)		2·53	
(xii)	Bengal and North-Western—			
	Dharonda to Maharajganj	3·90		
	Ganssari to Jarwa	*9·47	92·14	
	Gorakhpur to Bagaha	60·94		
	Savan to Thawe	17·83		
(xiii)	Sangli—			
	Miraj to Sangli		*4·44	

3′ 3⅜″ gauge—

	Miles.	Miles.
(ix) State lines worked by companies	174·56	
(x) District Board's lines	3·90	
(xi) Branch line companies railways assisted by Government under "Rebate" terms	2·53	
(xii) Assisted companies' lines receiving land only from Government	92·14	
(xiii) Native State lines worked by companies	4·44	
		277·57

		Miles.	Miles.	Miles.
(xiv)	Jubbulpur-Gondia Extension (2′ 6″)—			
	Khirsadoh to Barkuhi	5·08	12·84	
	Khirsadoh to Sirgora	7·76		13·62
	Raipur-Dhamtari (2′ 3″)—			
	Rajim to Rajim Town (*a*)		0·78	
(xv)	Barsi Light (2′ 6″)—			
	Barsi Road Junction to Pandharpur	*30·21	50·57	
	Kuslamb to Tadwale	20·36		63·18
	Matheran (2′ 0″)		*12·61	

Special (2′ 6″ and 2′ 0″) gauges—

	Miles.	Miles.
(xiv) State lines worked by companies	13·62	
(xv) Assisted companies' lines receiving land only from Government	63·18	
		76·80
TOTAL		951·84

* Correction of mileage.

(*a*) These lines are not shown as under construction at the beginning of the year as no intimation was received of their being under construction.

APPENDIX 40—*contd.*

The total length of open line at the commencement of 1907-1908, *i.e.*, on the 1st April 1907, will, therefore, be 29,571·32† miles, comprising—

	Miles.	Miles.
5′ 6″ gauge—		
(i) State lines worked by the State	5,150·92	
(ii) State lines worked by companies	7,720·15	
(iii) Companies' lines guaranteed by Government under the old contracts	904·01	
(iv) Companies' lines guaranteed by Government under modern contracts	32·04	
(v) Branch line companies' railways assisted by Government under "Rebate" terms	842·11	
(vi) Assisted companies' lines—		
A. Subsidized by the Government of India 162·36		
B. Receiving land only from Government 22·23		
	184·59	
(vii) Native State lines—		
A. Worked by companies 711·32		
B. Worked by State railway agency 201·69		
	913·01	
		15,746·83
3′ 3¾″ gauge—		
(viii) State lines worked by the State	852·94	
(ix) State lines worked by companies	7,781·52	
(x) District Boards' lines	103·36	
(xi) Branch line companies' railway assisted by Government under "Rebate" terms.	141·42	
(xii) Assisted companies' lines—		
A. Subsidized by the Government of India 117·87		
B. Subsidized by local Governments 77·50		
C. Subsidized by District Boards 36·40		
D. Receiving land only from Government 1,137·42		
	1,369·19	
(xiii) Unassisted companies' lines	8·50	
(xiv) Native State lines—		
A. Worked by Native States 1,326·63		
B. Worked by companies 818·82		
	2,145·45	
(xv) Lines in Foreign Territory	73·60	
		12,475·98
Special (2′ 6″ and 2′ 0″) gauges.		
(xvi) State lines worked by the State	227·85	
(xvii) State lines worked by companies	358·74	
(xviii) Assisted companies' lines—		
A. Subsidized by Local Governments 58·76		
B. Subsidized by District Boards 121·60		
C. Receiving land only from Government 130·61		
	310·97	
(xix) Unassisted companies' lines	33·27	
(xx) Native State lines—		
A. Worked by Native States 11·67		
B. Worked by companies 372·41		
C. Worked by State railway agency 33·60		
	417·68	
		1,348·51
TOTAL		†29,571·32

Open lines on 1st April 1907.		Miles.	Miles.
(i)	Eastern Bengal	500·20	5,150·92
	North Western	(*a*) 3,427·49	
	Oudh and Rohilkhand	(*b*) 1,223·23	
(ii)	Agra-Delhi Chord (*c*)	*135·90	7,720·15
	Ashtikal-Mangalore (*d*)	77·37	
	Bengal-Nagpur	*1,723·63	
	Bezwada extension (*e*)	20·58	
	Bhopal-Itarsi (*British Section*) (*e*)	13·12	
	Bombay, Baroda and Central India	(*f*) 503·35	
	East Indian	*2,305·96	
	Godhra-Ratlam-Nagda (*g*)	141·14	
	Great Indian Peninsula	1,599·22	
	Indian Midland (*c*)	*809·86	
	Madras (North-East line) (*d*)	(*h*) 498·04	
(iii)	Madras	...	904·01
(iv)	Hardwar-Dehra (*i*)	...	32·04
(v)	Amritsar-Patti (*j*)	27·49	842·11
	South Behar (*k*)	78·76	
	Southern Punjab (*j*)	435·33	
	Southern Punjab (Ludhiana) Extension (*j*)	*165·05	
	Tapti Valley (*g*)	155·48	
(vi)	A. Delhi-Umballa-Kalka (*k*)	...	162·36
	B. Tarkessur (*k*)	...	22·23
(vii)	Bhopal-Itarsi (*Native State Section*) (*e*)	44·28	711·32
	Bhopal-Ujjain (*e*)	113·27	
	Bina-Goona-Baran (*e*)	145·63	
	Kolar Gold-fields (*d*)	9·88	
	A. Nagda-Ujjain (*g*)	34·32	
	Nizam's Guaranteed State	330·14	
	Petlad Cambay (Anand-Tarapur section) (*g*)	21·50	
	Petlad-Cambay (Tarapur-Cambay section) (*g*)	*12·30	
	Jammu and Kashmir (*Native State section*) (*j*)	15·98	201·69
	B. Ludhiana Dhuri-Jakhal (*j*)	78·66	
	Rajpura-Bhatinda (*j*)	107·05	
(viii)	Cawnpore-Barhwal (*Metre-gauge link*)	(*i*) 79·60	852·94
	Eastern Bengal—		
	Behar, Kannia-Dhubri and Northern section (*including the British section of the Santahari extension and the Ranaghat-Krishnagar and Teesta-Kurigram branches*)	*687·42	
	Dacca section	85·92	
(ix)	Assam Bengal	775·28	7,781·52
	Bellary-Rayadrug (*m*)	33·35	
	Burma	1,340·15	
	Guntakal-Mysore frontier (*m*)	119·60	
	Hospet-Kottur (*m*)	48·02	
	Jodhpur-Hyderabad *British section* (*n*)	123·98	
	Lucknow-Bareilly (*o*)	237·04	
	Mysore section (Southern Mahratta) (*m*)	296·22	
	Nilgiri (*d*)	16·99	
	Palanpur-Deesa (*g*)	17·28	
	Rajputana-Malwa (*g*)	(*p*) 1,774·36	
	South Indian	1,130·00	
	Southern Mahratta	1,042·04	
	Tinnevelly-Quilon (Travancore) (*British section*) (*q*)	50·48	
	Tirhoot (*r*)	*776·83	
(x)	Tanjore District Board (*q*)	...	103·36
(xi)	Ahmedabad-Dholka (*g*)	33·50	141·42
	Ahmedabad-Parantij (*g*)	54·70	
	Mymensingh-Jamalpur Jagannathganj (*s*)	53·22	
(xii)	A. Rohilkund and Kumaon	...	*117·87
	B. Dibru-Sadiya	...	77·50
	C. Bengal-Dooars	...	36·40
	D. Bengal and North-Western	*1,016·07	1,137·42
	Bengal-Dooars Extensions	116·56	
	Deochur	4·79	
(xiii)	Ledo and Tikak-Margherita (*t*)	...	8·50
(xiv)	Bhavnagar-Gondal-Junagad-Porbundar	(*u*) 334·19	1,326·63
	Bikaner	245·35	
	Dhrangadra (*v*)	20·83	
	Jamnagar (*v*)	(*w*) 54·22	
	A. Jetalsar-Rajkot (*v*)	46·21	
	Jodhpur	463·89	
	Morvi	(*x*) 94·64	
	Udaipur Chitor	67·30	
	Birur-Shimoga (*m*)	37·22	
	Gaekwar's Mehsana (*g*)	92·63	
	Hindupur (Yesvantpur-Mysore frontier) (*m*)	51·35	
	Hyderabad-Godavari Valley (*e*)	391·13	
	Jaipur (*y*)	32·18	
	Kolhapur (*m*)	29·27	
	Mysore-Nanjangud (*m*)	15·80	818·82
	B. Sangli (*m*)	4·44	
	Shoranur-Cochin (*z*)	64·75	
	Tinnevelly-Quilon (Travancore) *Native State section* (*q*)	57·98	
	Vijapur-Kalol-Kadi (*g*)	41·37	
(xv)	Karaikkal-Peralam (*q*)	14·85	73·60
	Pondicherry (*q*)	7·85	
	West of India Portuguese (*m*)	51·10	
(xvi)	Dandot Light (2′ 0″) (*j*)	6·19	227·85
	Jorhat (2′ 0″)	30·25	
	Kalka-Simla (2′ 6″) (*j*)	59·44	
	Khushalgarh-Kohat-Thal (2′ 6″) (*j*)	91·73	
	Nowshera-Durgai (2′ 6″) (*j*)	40·25	
(xvii)	Jubbulpore-Gondia Extension (2′ 6″) (*y*)	257·89	358·74
	Kalka-Simla (2′ 6″)	(*z*)	
	Morappur-Dharmapuri (2′ 6″) (*z*)	*18·53	
	Raipur-Dhamtari (2′ 6″) (*y*)	*69·94	
	Tiruputtur-Krishnagiri (2′ 6″) (*z*)	26·38	
(xviii)	A. Darjeeling-Himalayan (2′ 0″)	51·00	58·76
	Tenton-Poyinzaik (2′ 6″)	2·78	
	Barasat-Basirhat Light (2′ 6″)	24·06	121·60
	Bukhtiarpur-Behar Light (2′ 6″)	18·50	
	B. Howrah-Amta Light (2′ 0″)	37·19	
	Howrah-Sheakhala Light (2′ 0″)	19·75	
	Tezpur-Balipara Light (2′ 6″)	20·10	
	Barsi Light (2′ 6″)	78·50	
	C. Matheran (2′ 0″) (*c*)	13·61	130·61
	Powayan Light (2′ 6″) (*o*)	39·50	
(xix)	Tarakeshwar-Magra Light (2′ 6″)	...	33·27
(xx)	A. Cutch (2′ 6″)	...	*11·67
	Gaekwar's Dabhoi (2′ 6″) (*g*)	*94·48	372·41
	Gwalior Light (2′ 0″) (*c*)	183·63	
	B. Mourbhanj (2′ 6″) (*y*)	32·41	
	Parlakimedi Light (2′ 6″) (*y*)	24·62	
	Rajpipla (2′ 6″) (*j*)	37·37	
	C. Cooch Behar (2′ 6″) (*s*)	...	33·60

(*a*) See foot-note (*a*) on page 258.
(*b*) See foot-note (*b*) on page 259.
(*c*) Worked by the Great Indian Peninsula Railway Company.
(*d*) Worked by the Madras Railway Company.
(*e*) Worked by his Highness the Nizam's Guaranteed State Railways Company.
(*f*) Includes 39·23 miles of 3′ 3¾″ gauge line between Viramgam and Wadhwan.
(*g*) Worked by the Bombay, Baroda and Central India Railway Company.
(*h*) See foot-note (*h*) on page 258.
(*i*) Worked by the Oudh and Rohilkhand State railway.
(*j*) Worked by the North Western State railway.
(*k*) Worked by the East Indian Railway Company.
(*l*) See foot-note (*l*) on page 258.
(*m*) Worked by the Southern Mahratta Railway Company.
(*n*) Worked by the Jodhpur-Bikaner railway.
(*o*) Worked by the Rohilkhand and Kumaon Railway Company.
(*p*) See foot-note (*p*) on page 258.
(*q*) Worked by the South Indian Railway Company.
(*r*) Worked by the Bengal and North-Western Railway Company.
(*s*) Worked by the Eastern Bengal State railway.
(*t*) Worked by the Assam Railways and Trading Company.
(*u*) Includes 5·23 miles of Bhavnagar-Dock estates and Junagad quarry lines.
(*v*) Worked by the Bhavnagar-Gondal-Junagad-Porbandar railway.
(*w*) Includes 5·23 miles of the Bedi Bandar Dock estate lines.
(*x*) Includes 20·70 miles of 3′ 6″ gauge line between Vankaner and Morvi.
(*y*) Worked by the Bengal-Nagpur Railway Company.
(*z*) Made over to the North Western State Railway Administration for working from the 1st January 1907.

* Correction of mileage.

† Made up as follows—

Open at the commencement of 1906-07	28,611·07
Opened during 1906-1907	951·84
	29,562·91
Add—	
Malkera-Mohuda section of the Bengal-Nagpur railway, hitherto excluded	3·24
Net increase due to corrections of mileage	5·17
TOTAL	29,571·32

Appendix 40—*contd.*

Lines under construction and sanctioned on 31st March 1907.

		Miles.	Miles.	Miles.
	Eastern Bengal—			
	Lalgola to Lalgola Ghat	2·75	8·75	
	Panchooria to the Ganges river (*a*)	6·00		
	Nagda-Muttra—			
	Kotah to Baran	49·00	383·98	
	Nagda to Muttra	343·98		
	North Western—			
(*i*)	Kacha Garhi to mile 23	23·00		754·83
	Khushalgarh bridge and approaches	3·63		
	Lodhran to Khanewal	56·89	273·62	
	Shorkot Road to Chichoki	130 80		
	Thal to Panchinar	59·60		
	Oudh and Rohilkhand—			
	Balamau to Sitapur	37·12	88·49	
	Rosa to Sitapur	51·36		
	Bengal-Nagpur—			
	Kamptee to Ramtek	14·74	371·89	
	Kandri branch	2·53		
	Sini to Gurumahishini	44·00		
	Vizianagram to Raipur	310 62		
	East Indian—			
	Agra direct access	1·75		
	Barharwa to Katwa	99 14		
	Bhagalpur to Bansi	31·04		
	Borachuk to Sodepur	4·50		
	Chord line between the East Indian and Oudh and Rohilkhand State railways near Mogal Sarai	1·19	219·35	
(*ii*)	Ghat line to Dhulian	1·06		635·63
	Ghat line to Sujimpara	2·50		
	Hooghly to Katwa	65·20		
	Mile 170½ from Howrah on the Jharia branch to Chandore	4 16		
	Tojosi to Baraboni	9 31		
	Great Indian Peninsula—			
	Kurla to Mazagaon	6·51	7·63	
	Mahim Bak	1 12		
	Salem-Attur (*b*)		36·06	
(*iii*)	Eastern Bengal—			
	Forbesganj to the Nepal Frontier	6·50		
	Katihar to Godagari	105 00	227·37	
	Kokrajhar to the Brahmapattra river opposite Gauhati	115·87		
	Assam-Bengal—			
	Akhaura to Ashuganj	19·00	35·00	
	Kalaura to the Khoosiara river	16·00		
	Burma—			
	Neikban to Begayet	66·25	72·95	
	Thaming to Malagaon	6 70		
	Burma Extensions—			
	Henzada to Kyangin	65·66	186·23	
(*iv*)	Pegu to Martaban	121·27		353·30
	Kurnool Road-Kurnool		32·00	
	Nilgiri—			
	Coonoor to Ootacamund		*11·75	
	South Indian—			
	Portion of the Rameswaram extension	3·17	1,388	
	Tangachimadam to Port Ampthill	1·71		
	Tiruppachettai to Sivagunga	9 00		
	Tirhoot—			
	Bhagalpur Kachery to Bhagalpur		0·79	
(*v*)	Bezwada-Masulipatam		*49·47	
	A, Rohilkund and Kumaon—			
	Lalkua to Kashipur		*36·43	84·12
(*vi*)	Moradabad to Ramnagar		*47·69	
	B. Dibru-Sadia—			
	Talap to Saikhoa Ghat		8·50	
	C. Bengal and North-Western—			
	Burhwal to Sitapur		59·80	
	Gaekwar's Mehsana—			
	Chansama to Bechraji	10·74		
(*vii*)	Kheralu to Dabhora	7·73	45·84	96·49
	Mansund Road to Harij	21·37		
	Jaipur—			
	Nawai to Siwai Madhopur		*50·65	
(*viii*)	Jullundur-Kapurthala-Sultanpur (*British section*) (*c*)—			
	Jullundur to the British frontier			6·80
	Gondia-Chanda (2′ 6″)—			
	Gondia to Chanda (*b*)	149·65	212·40	
(*ix*)	Pauni (Brahmapuri) to Nagpur (*b*)	63·75		
	Jabbalpore-Gondia Extension (2′ 6″)—			316·62
	Nainpur to Mandla		32 14	
	Purulia-Ranchi (2′ 6″)		72·28	
	A Howrah-Amta Light (2′ 0″)—			
	Autpur to Champadanga (*b*)		9·00	
	Autpur to Rajbulhat (*b*)		3·50	12·50
(*x*)	Dwara-Therria Light (2′ 6″)—			
	B. Dwara to Maolong (*d*)	13·50	19·50	
	Maolong to Therria Ghat (*b*)	6 00		
	Shahdara (Delhi)-Saharanpur Light (2′ 6″)—			144·50
	Baraut to Meerut	30·00	125·00	
	Shahdara to Saharanpur	95·00		
	A. Cutch (2′ 6″)—			
	Anjar to Bhuj	25·38	44·63	
	Dhaipur-Bari (2′ 6″)	19·25		
(*xi*)	B. Gwalior Light (2′ 0″)—			
	Sabalgarh to Sheopur		*66·39	
	C. Jullundur-Kapurthala-Sultanpur (*Native State section*)—			
	Sultanpur to the British Frontier (*c*)		22·02	

And the mileage under construction or sanctioned for construction on the 31st March 1907 will be 2,873·17 miles, made up as follows:—

	Miles.	Miles.	Miles.
5′ 6″ gauge—			
(i) State lines worked by the State		754·83	
(ii) State lines worked by companies		635·63	1,390·46
5′ 3⅜″ gauge—			
(iii) State lines worked by the State		227·37	
(iv) State lines worked by companies		353·30	
(v) District Boards' lines		49·47	
(vi) Assisted companies' lines—			
A. Subsidized by the Government of India	84·12		
B. Subsidized by Local Governments	8·50		
C. Receiving land only from Government	59·80	152·42	
(vii) Native State lines worked by companies		86·49	869·05
Special (2′ 6″ and 2′ 0″) gauges—			
(viii) State lines worked by the State		6·80	
(ix) State line worked by companies		316·82	
(x) Assisted companies' lines—			
A. Subsidized by District Boards	12·50		
B. Receiving land only from Government	144·50	157·00	
(xi) Native State lines—			
A. Worked by Native States	44·63		
B. Worked by companies	66·39		
C. Worked by State railway agency	22·02	133·04	613·66
TOTAL			2,873·17

Making a grand total of railways completed and in hand, at the commencement of 1907-1908 of miles . . . . . † 32,444·49

And showing, after allowing for lines abandoned and corrections of mileage, an advance on the previous year of miles . . . 528·44

(*a*) Constructed but not worked.
(*b*) Commencement of work not authorized.
(*c*) Commencement of work not authorized and question of gauge not finally settled.
(*d*) Completion deferred.
* Correction of mileage.

† Made up as follows:—

	Miles.
Completed and in hand at the beginning of 1906-07	31,916·02
Sanctioned during 1906-1907	520·20
	32,436·25
Add—	
Malkera-Mohuda section of the Bengal-Nagpur railway hitherto excluded	3·24
Khushalgarh bridge and approaches North-Western State Railway hitherto excluded	3·63
Net increase due to corrections of mileage	3·65
	32,446·77
Deduct—	
Bhojudih-Parthadih link of the Bengal-Nagpur railway abandoned	2·28
	32,444·49

Appendix 40—*concld.*

It is expected that the following lengths of unfinished line will be opened for public traffic in 1907-1908 :—

	Miles.	Miles.
5' 6" gauges—		
(i) State lines worked by the State	144·88	
(ii) State lines worked by companies	26·85	
		171·73
3' 3¾" gauge—		
(iii) State lines worked by the States	36·00	
(iv) State lines worked by companies	217·68	
(v) District Boards' lines	49·47	
(vi) Assisted companies' lines subsidized by the Government of India	84·12	
(vii) Native State lines worked by companies	86·49	
		473·76
Special (2' 6" and 2' 0") gauges—		
(viii) State lines worked by companies	72·28	
(ix) Assisted companies' lines receiving land only from Government	95·00	
(x) Native State lines worked by Native States	19·25	
		186·53
TOTAL		832·02

Leaving the undermentioned lines for completion in 1908-1909 or later :—

	Miles.	Miles.	Miles.
5' 6" gauge—			
(xi) State lines worked by the State		609·95	
(xii) State lines worked by companies		608·78	
			1,218·73
3' 3¾" gauge—			
(xiii) State lines worked by the State		191·37	
(xiv) State lines worked by companies		135·62	
(xv) Assisted companies' lines—			
A. Subsidized by Local Governments	8·50		
B. Receiving land only from Government	59·80		
		68·30	
			395·29
Special (2' 6" and 2' 0") gauges—			
(xvi) State lines worked by the State		6·80	
(xvii) State lines worked by companies		244·54	
(xviii) Assisted companies' lines—			
A. Subsidized by District Boards	12·50		
B. Receiving land only from Government	49·50		
		62·00	
(xix) Native State lines—			
A. Worked by Native States	25·38		
B. Worked by companies	6·39		
C. Worked by State railway agency	22·02		
		113·79	
			427·13
TOTAL			2,041·15

		Miles.	Miles.	Miles.
(i)	Eastern Bengal—			
	Laigola to Lalgola Ghat		2·75	
	Nagda-Muttra—			
	Nagda to Kotah		138·50	144·88
	North Western—			
	Khushalgarh bridge and approaches		3·63	
(ii)	Bengal-Nagpur—			
	Kamptee to Ramtek	14·74	17·27	
	Kandri branch	2·53		
	East Indian—			
	Agra direct access		1·75	26·85
	Great Indian Peninsula—			
	Kurla to Mazagaon	6·51	7·83	
	Mahim link	1·32		
(iii)	Eastern Bengal—			
	Forbesganj to the Nepal Frontier		6·50	36·00
	Kotrajbar to Bijni		29·50	
(iv)	Assam-Bengal—			
	Akhaura to Ashuganj		19·00	
	Burma Extensions—			
	Henzada to Kyangin	65·66	186·93	217·68
	Pegu to Martaban	121·27		
	Nilgiri—			
	Coonoor to Ootacamund		11·75	
(v)	Bezwada-Masulipatam			49·47
(vi)	Rohilkund and Kumaon—			
	Laiksa to Kashipur		36·43	84·12
	Moradabad to Ramnagar		47·69	
(vii)	Gaekwar's Mehsana—			
	Chansama to Bechraji	16·74	43·84	86·49
	Keralu to Dabhora	7·73		
	Manund Road to Marij	21·37		
	Jaipur—			
	Nawai to Siwai Madhopur		40·65	
(viii)	Purulia-Ranchi (*3' 6"*)			72·28
(ix)	Shahdara (Delhi) Saharanpur Light (*2' 6"*)—			
	Shahdara to Saharanpur			95·00
(x)	Dholpur-Bari (*2' 6"*)—			19·25
(xi)	Eastern Bengal—			
	Panchooria to the Ganges river (*a*)		6·00	
	Nagda-Muttra—			
	Kotah to Baran		40·00	245·48
	Kotah to Muttra		205·48	
	North Western—			
	Kacha Garhi to mile 28		33·00	
	Lodhran to Khanewal		56·59	609·95
	Shorkot Road to Chichoki		130·80	
	Thal to Parachinar		59·60	
	Oudh and Rohilkhand—			
	Balamau to Sitapur		37·12	68·48
	Rosa to Sitapur		61·36	
(xii)	Bengal-Nagpur—			
	Sini to Gurumsishini		44·00	354·62
	Vizianagram to Kaipur		310·62	
	East Indian—			
	Barharwa to Katwa		99·14	
	Bhagalpur to Bausi		31·04	
	Boreabuck to Sodepur		4·50	
	Chord line between the East Indian and Oudh and Rohilkhand State Railways near Moghal Sarai		1·19	608·78
	Ghat line to Dholian		1·06	218·10
	Ghat line to Sajimpara		2·50	
	Hooghly to Katwa		65·20	
	Mile 170¾ from Howrah on the Jharia branch to Chandore		4·16	
	Toposi to Barsbonl		9·31	
	Salem-Attur (*b*)			36·96
(xiii)	Eastern Bengal—			
	Bijni to the Brahmaputra river opposite Gauhati		86·37	191·37
	Kathiar to Godagari		105·00	
(xiv)	Assam-Bengal—			
	Kalaura to the Khoosara river		16·00	
	Burma—			
	Neikban to Begayet	66·28	72·95	
	Thamaing to Malagaon	6·70		
	Kurnool Road Kurnool		32·00	
	South Indian—			135·62
	Portion of the Rameswaram extension	3·17	13·89	
	Tangachimadam to Port Amphihll	1·71		
	Tiruppachettai to Sivagunga	9·00		
	Tirhoot—			
	Bhagalpur-Kachery to Bhagalpur		0·79	
(xv)	A Dibru-Sadya—			
	Talap to Saikhoa Ghat			8·50
	B. Bengal and North-Western—			
	Burhwal to Sitapur			59·30
(xvi)	Jullundur-Kapurthala-Sultanpur (*British section*)—			
	Jullundur to the British Frontier (*c*)			6·80
(xvii)	Gondia-Chanda (*2' 6"*)—			
	Gondia to Chanda (*b*)	148·65	212·40	244·54
	Pauni (Brahmapuri) to Nagpur (*b*)	63·75		
	Jubbulpur-Gondia Extension (*2' 6"*)—			
	Nainpur to Mandla		32·14	
(xvii)	A. Howrah-Amta Light (*3' 0"*)—			
	Autpur to Chamradanga (*b*)		9·00	12·50
	Autpur to Rajbulhat (*c*)		3·50	
	Dwara-Therria Light (*2' 6"*)—			
	B. Dwara to Maolong (*d*)	13·50	19·50	49·50
	Maolong to Therria Ghat (*b*)	6·00		
	Shahdara (Delhi) Saharanpur Light (*2'6"*)—			
	Barani to Meerut		30·00	
(xix)	A. Cutch (*2' 6"*)—			
	Anjar to Bhuj			25·38
	B Gwalior Light (*2' 0"*)—			
	Sabalgarh to Shivpur			66·39
	C. Jullundur Kapurthala-Sultanpur (*Native State section*)—			
	Sultanpur to the British Frontier (*c*)			2·02

(*a*) Constructed but not worked.
(*b*) Commencement of work not authorized.
(*c*) Commencement of work not authorized and question of gauge not finally settled.
(*d*) Completion deferred.

APPENDIX 41.

No. 514 R. C. of 1896.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

Simla, the 17th April 1896.

Terms on which the Government of India are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

Read—

Public Works Department resolution No. 924 R.C., dated 15th September 1893.

Public Works Department resloution dated 29th March 1895.

OBSERVATIONS.—Many of the applications made under the above resolutions show that the terms for the construction of branch or feeder lines of railway have not been fully understood.

The Government of India have accordingly resolved to cancel the previous resolutions above quoted upon this subject, and to issue a fresh resolution embodying a summary of the concessions which (the previous assent of any railway company concerned having been first obtained) they are now prepared to give for the construction of branch or feeder railways, such concessions being usually confined to lines not exceeding 100 miles in length.

2. It should be clearly understood that these concessions are not applicable to the larger or more important railways or to mountain branches, for which separate negotiations are in all cases necessary.

RESOLUTION.—Branch lines forming feeders, whether to State lines worked by the State or to railways worked by companies, will ordinarily be made by the main line administrations who shall have a prior right to construct them.

The Government of India will, from time to time, publish a list of branch lines for the construction of which they are prepared to receive tenders.

They will consider and dispose of any application for the inclusion in the said list of any other line which can properly be described as a branch or feeder line, and which does not, except in special circumstances, exceed 100 miles in length.

2. Proposals for the construction of branch lines under this resolution must conform to the following terms and conditions :—

(i) Applicants must satisfy the Government that they are in a position to command substantial financial support.

(ii) The gauge to be adopted must be approved by the Government in each case.

(iii) The proposed railway shall be subject to the provisions of all Acts of the Legislature applicable to Indian railways.

(iv) The proposed railway shall be built in accordance with the fixed and moving dimensions for the time being prescribed by the Governor General in Council, and on plans and estimates that have been approved by that authority. The route of the line, the situation of stations, and other similar details shall be subject to approval by the Government.

APPENDIX 41—*contd.*

(v) The line, while under construction, shall be inspected when and so often as an inspecting officer appointed for that purpose by the Government may consider desirable with a view to ensure the construction of the line up to the standard agreed upon.

(vi) Inasmuch as these railways are chiefly required for the development of country hitherto deficient in means of communication, and the anticipated profits may not therefore at once be fully realised the Government of India are prepared to give financial assistance as set forth below. Proposals for financial concessions may be made in one or other of the following alternative forms :—

(*a*) It may be stipulated that, after the opening of the railway for traffic, the Government shall guarantee out of the revenues of India a fixed yearly minimum dividend in rupees on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, with such share of the surplus net profits as may be agreed upon. The minimum dividend to be guaranteed in each particular case will depend upon consideration of the circumstances, but for the present no offer will be entertained that requires a guarantee exceeding 3 per cent. ; or

Under (*a*) the company will receive an absolute guarantee of interest at a rate not exceeding 3 per cent. and a higher return if the net earnings of the branch are sufficient to pay more than the guaranteed dividend.

(*b*) It may be provided that a payment be made to the branch company by the main line to the extent necessary, together with the branch company's share of branch earnings [see section (6) of paragraph 3] to give the branch company a dividend of 3½ per cent. per annum on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, provided always that the payment so made to the branch company shall in no case exceed the net earnings of the main line from traffic interchanged with the branch. This rebate will be granted from the first earnings of revenue by the branch, such payment being calculated at the close of the year, payments on account, however, subject to adjustment, being permissible at the close of the first-half of each year. The net earnings of the main line from traffic interchanged with the branch are assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole system including the branch bear to the gross earnings thereof. If the net earnings of the branch line equal or exceed 3½ per cent. on the actual expenditure as above, the whole of such earnings will go to the branch company.

Under (*b*) the company will receive a dividend of 3½ per cent. provided that the amount of the net earnings from local and interchanged traffic be sufficient, and a higher return if the net earnings of the branch from its own traffic be sufficient to pay a higher dividend.

In either of the above cases, (*a*) or (*b*), if the capital is raised in sterling the capital to be entered in rupees in the company's books in India shall be the actual amount realised in rupees from time to time by the several remittances of funds to provide for expenditure in India, together with the sterling outlay from time to time in England converted into rupees at the average rate of exchange obtained by the Secretary of State for his remittances during the half-year preceding that in which the outlay shall have been incurred, and the capital expenditure in rupees on which the interest is from time to time to be calculated for the purposes of the guarantee or rebate, as the case may be, shall be the total outlay whether in India or England up to any such time as thereto charged.

(vii) The general character of the supervision and control that will be exercised by the Government over the branch railway, apart from

APPENDIX 41—*contd.*

the provisions of the Railways Acts and the preceding provisions of this resolution, shall be as follows:—

(*a*) No capital expenditure by the branch railway company will be allowed as between the Secretary of State and the company unless the prior sanction of the Secretary of State shall have been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Secretary of State or to borrow money except within a fixed limit and on specified conditions.

(*b*) The branch railway company, if required, shall keep capital accounts and statistics in forms approved by the Secretary of State; and shall render, free of cost, all accounts and statistics required by the Government. The accounts and books will be subject to audit on behalf of Government.

(viii) Funds for the execution of new works, properly chargeable to capital, found necessary after the branch railway has been opened to public traffic shall be provided by the branch railway company. Such works and their cost shall be agreed upon between the branch railway company and the main line administration before they are put in hand. In the event of any difference of opinion arising between the branch railway company and the main line administration as to the necessity for and the cost of any new work, the matter shall be referred to the Director of Railway Construction as arbitrator, and his decision shall be final.

(ix) The rates and arrangements in force on State railways in the matter of services rendered to all departments of the State shall apply.

3. The following are the principal additional concessions admissible for branch or feeder railways for the construction of which tenders may be invited:—

(1) The Secretary of State for India in Council, or the Government of India, respectively, will permit the charge of interest, at a rate to be agreed upon in each case, during construction to the capital account of the railway under the terms of the Indian Railways Act of 1894 (57 and 58 Vict., chapter 12), or the Indian Railway Companies Act, X of 1895.

(2) The land required for the construction of the branch railway will be provided free of cost. Such grant shall not include land required for quarrying, ballast, brickfields and kindred purposes.

(3) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the usual charges for such works.

(4) The results of existing surveys will be made available free of charge. When desired, fresh surveys will be made by the Public Works Department* of the Government of India of any branch railway on the applicants depositing the estimated cost thereof in a Government Treasury, on the understanding that no preferential claim to a concession is thereby established. If permission be eventually given for the construction of the line the actual cost of all such surveys, as well as of those made at the cost of Government, may be included in the capital cost of the railway. No responsibility will be accepted by Government for the accuracy of any survey, plan, estimate, or orther information supplied.

(5) The branch railway may be constructed by the main line administration, and will be maintained and worked by that administration, during the full currency of the contract to be entered into for the purpose, at a fixed ratio of expenses to earnings in each half-year. The ratio will, when the branch railway is of the same gauge as that of the working railway, usually be that obtaining on the whole system as from time to time existing,

* These will now be made by the Railway Board.

APPENDIX 41—*contd.*

including the branch railways, but will not exceed 50 per cent. of the gross earnings of the branch from all sources, and will be inclusive of charges for the use of the main line rolling-stock.

(6) Such expenses on account of the Board of Direction of the branch line railway company as may be incurred with the sanction of the Secretary may be charged—

(*a*) during construction to the capital account of the branch line company;

(*b*) after opening, and until the minimum dividend under paragraph 2 (vi) (*a*) or (*b*) is received by the branch line company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working railway; and

(*c*) thereafter out of the general receipts of the branch line Company.

(7) Railway materials for the branch railway will be carried over State lines at the special rates prescribed for such materials belonging to State railways.

4. The Government of India reserve the right to purchase all such branch railways at the expiry of 21 years or at subsequent intervals of 10 years on 12 months' notice, the purchase price being 25 times the yearly average net earnings, not including rebate payments of the three years preceding the purchase, with a maximum price of 120 and a minimum of 100 per cent. of cost price on a rupee basis.

5. The Government also reserve—

(i) the right to fix and vary from time to time the classification of goods, and maximum and minimum rates for each class of goods, as well as of passengers; and

(ii) a general control in respect to the number and timing of trains.

6. Applications for concessions to construct branch railways under the terms of this resolution should be submitted in the form prescribed by memorandum A hereto attached, to the address of the Secretary to the Government of India, Public Works Department*.

7. Applications for fresh surveys to be carried out on the terms detailed in condition 3 (4) above should be submitted in the manner prescribed by Memorandum B hereto attached, to the address of the Secretary to the Government of India, Public Works Department*.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Resident in Mysore.
The Agents to the Governor General in Central India, Rajputana and Baluchistan.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
The Accountant General, Public Works Department.

ORDER.—Ordered that this resolution be forwarded for information to the Local Governments and Administrations and to the Officers marginally noted.

Also that it be published for general information in the *Gazette of India*.

W. S. S. BISSET, *Col., R. E.*,
Secretary to the Government of India.

Documents accompanying.

Enclosure No. 1.—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with form A and Appendices A, B and C.

Enclosure No. 2.—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway at their expense by the Public Works Department.

* Such applications should now be addressed to the Railway Board.

APPENDIX 41—*contd.*

Enclosure No. 1 (with Form A and Appendices A, B and C) to Government of India resolution No. 514 R. C. of 1896.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by the State or to railways worked by companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.*

2. All such applications shall be printed, and shall be drawn up, as far as may be, in form A attached hereto, and shall specify—

(*a*) the company, person or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) the motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing railway administration under which the proposed line, when constructed, is to be leased out for working by such railway administration, the exact nature and terms of such agreement;

(*h*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Lists will be published from time to time of the branch railways forming feeders, whether to State lines worked by the State or to railways worked by companies, for the construction of which the Government of India are prepared to receive tenders. Copies of such lists can be obtained on application addressed to the Secretary to the Government of India, Public Works Department.*

6. Upon written application to the Director of Railway Construction permission will also be accorded to inspect, at all reasonable hours, the detailed plans, sections and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch railways, the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections, and estimates will be furnished on payment of the cost of copying.

7. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

* Such applications should now be addressed to the Railway Board.

APPENDIX 41.—*contd.*

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the company, person, or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	*Reference to an appendix* (vide *appendix A*) *may be here given, if necessary.*
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares, intended to be charged on the proposed railway.	*Reference to an appendix* (vide *appendix B*) *may be here given, if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing railway administration.	*Reference to an appendix* (vide *appendix C*) *may be here given, if necessary.*
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 41.—*contd.*

Appendix A.

Alignment of proposed branch railway.

From_____to_____

Principal towns and districts or provinces through which the projected railway will pass.

Towns.	Districts or provinces.

APPENDIX 41.—*contd.*

Appendix B.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger fares—		
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Luggage	...	...
	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriage	...	...
	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck	...	...
	Maximum Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	...	...
	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	...	...
	First 100 miles. Annas.	Every additional 100 miles. Annas.
Parcels—		
Not exceeding 5 seers or 1 cubic foot	...	...
„ „ 10 „ 2 cubic feet	...	
„ „ 20 „ 4 „ „	...	...
„ „ 30 „ 6 „ „	...	...
„ „ 40 „ 8 „ „	...	...
For every additional 10 seers or 2 cubic feet or portion of 10 seers or 2 cubic feet	...	...
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Coal, edible grain, and other low-priced staples to be carried at special rates	...	...

APPENDIX 41.—*contd.*

Appendix C.

Working of proposed branch railway.

No agreement has yet been arranged with any existing railway administration under which the projected branch railway is to be worked; but when completed, it is proposed to offer the working to the_____Railway Company on the following terms :—

(i)_____

(ii)_____

(iii), etc.,_____

APPENDIX 41—*contd.*

Or

It has been provisionally arranged with the_____Railway Company to work the projected branch railway, when completed, on the following terms :—

(*i*)_____

(ii)_____

(iii), etc.,_____

APPENDIX 41—*concld.*

Enclosure No. 2 to Government of India resolution No. 514 R. C. of 1896.

MEMORANDUM B.

For the guidance of persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at their expense by the Public Works Department*.

1. All applications for the survey of proposed branch or feeder railway routes in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.†

2. All such applications shall specify—

(*a*) the company, persons, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing railway administration, the nature of the contemplated agreement shall be specified.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show its general course and direction.

4. If the detailed plans and estimates are submitted to Government, these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Upon written application to the Director of Railway Construction permission will also be accorded to inspect at all reasonable hours the detailed plans, sections, and estimates, at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch or feeder railways the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

* These will now be carried out by the Railway Board.
† Such applications should now be addressed to the Railway Board.

APPENDIX 42.

Communication between passengers and the guards and drivers of trains.

No. R. T. $\frac{351}{7}$.

RAILWAY BOARD.

To

THE SECRETARIES TO THE GOVERNMENTS OF MADRAS, BOMBAY AND BURMA, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

THE SECRETARIES TO THE GOVERNMENTS OF BENGAL, THE UNITED PROVINCES, AND EASTERN BENGAL AND ASSAM, PUBLIC WORKS DEPARTMENT.

THE HONOURABLE THE RESIDENT AT HYDERABAD.

THE HONOURABLE THE AGENT TO THE GOVERNOR-GENERAL FOR RAJPUTANA.

THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA AND LUCKNOW.

Simla, the 27th June 1906.

I am directed by the Railway Board to inform you that they have had under consideration the necessity for the provision of an effective means of communication between passengers and the guard and driver of the train, and after a very careful consideration they are of opinion that the type of such communication, which is now in general use in England, should be adopted on the railways in India.

2. The details of the type referred to will no doubt be entirely within the knowledge of the various railway administrations here, but a simple description of it is that—

A chain runs along both sides of the inside of each carriage just below the point where the roof meets the sides. The chain can be easily pulled by any passenger having need for so doing, and the effect of the chain being pulled is to open a small valve connected with the vacuum brake which simultaneously calls the attention of both the guard and driver by decreasing the vacuum and would in time stop the train by the application of the brakes. In addition to opening the valve above referred to, a disc at the outside corner of the carriage is actuated. The normal position of this disc is at right angles to the side of the carriage in a horizontal plane, that is edge on. When actuated by the pulling of the chain the disc revolves into a vertical position, and can be seen from either end of the train and locates the carriage from which the alarm has been given. The system has been found to work in England most satisfactorily and is, comparatively speaking, inexpensive.

3. The Railway Board have, therefore, given orders to the three State-worked railways, *viz.*, North-Western, Oudh and Rohilkhand, and Eastern Bengal, to at once apply this means of communication to all new and re-built stock for all classes of passengers, and in addition the communication will also be fitted to all existing stock of all classes as rapidly as possible.

4. It will be readily understood that in a matter of this kind uniformity, which also means interchangeability between all classes of stock of the same gauge, is a vital necessity and as the type of communication approved by the Board has stood the practical test of experience satisfactorily, they desire that the type shall be made universal so far as the railways in India are concerned.

APPENDIX 42—*concld.*

5. The Railway Board consider the provision of an effective means of communication between passengers and guards and drivers a matter that affects the safety of the public travelling by railways, and under Section 62, Chapter VI of the Indian Railways Act of 1890, they require all railways to adopt the above type of communication on all classes of their carriages now under construction or to be built either as additions or renewals, and that such type of communication be fitted to all existing carriages of all classes within two years from the date hereof.

No. R. T. $\frac{361}{8}$, dated Simla, the 27th June 1906.

Copy forwarded to the Managers, North-Western, Oudh and Rohilkhand, and Eastern Bengal State Railways, for information and necessary action.

APPENDIX 43.

Rules for the design and inspection of Signalling and Interlocking.

No. R. S. 87—3.

RAILWAY BOARD.

To

1. The Consulting Engineers for Railways, Madras, Bombay and Burma.
2. The Consulting Engineers to the Government of India for Railways, Calcutta and Lucknow.
3. The Managers, North-Western, Oudh and Rohilkhand and Eastern Bengal State Railways.

Simla, the 17th August 1906.

With reference to correspondence ending with

Senior Govt. Inspector's No. 1506, dated	11th April 1905.
your No. 890, dated	2nd March 1905.
Senior Govt. Inspector's No. 2404-70-C.R.,	dated 1st December 1905.
Senior Govt. Inspector's No. 1092, dated	6th March 1905.
your No. 381-T., dated	18th January 1905.

I am directed to forward herewith a set of rules for the design and inspection of Signalling and Interlocking, and to say that the object in compiling these rules is to guide signalling manufacturers in meeting the requirements of Railway Administrations and Government Inspectors in passing the installations put up for ensuring safety to traffic. These rules take the place of the orders which were issued in Director of Railway Construction's No. 251-R.S., dated 17th February 1902, and Rules referred to in questions 47 and 50 in Form IX mentioned in Chapter II, Section (2) of the Rules for the Inspection of Railways prior to opening.

2. I am accordingly to say that the Railway Board authorise their adoption and will take the opportunity to include them in the next edition of the Rules for Inspection of Railways prior to opening.

Documents accompanying.

Set of Rules referred to.

APPENDIX 43—*contd.*

SIGNALLING AND INTERLOCKING.

SECTION I.

The following conditions are essential to any system of interlocking.

1. It shall not be possible to lower conflicting signals, at the same time.

2. Warning Signals, Home Signals, Routing Signals, and Starting Signals, where provided, shall be interlocked with the points in the station, so that it shall not be possible to lower any such signal until—

(i) all points on the running road are properly set,

(ii) all facing points on the running road are locked by a lock fixed at the points,

(iii) all points giving access to the running road from sidings and goods lines are so set as to prevent the running road being fouled,

(iv) level crossing gates, if controlled, are locked across the roadway.

3. With reference to rule 2 above, the lowering of the Signal shall prevent—

(i) the position of any of the points or traps referred to being altered, or

(ii) any facing points or gates being unlocked, until the Signal is again put to danger.

4. When all signals are at "Danger," all points, which would be locked by the lowering of such signals, must be free for shunting purposes.

5. The arrangement of Facing Point Locks must be such that the points cannot be or become unlocked whilst a train is passing over them.

6. Facing Points which cannot be protected by trap switches from being burst trailing, must be detected each time the Home Signal is lowered.

7. It must be impossible to lower a Warner until all Main Line Signals in advance have first been lowered, the lowering of the Warner must back lock such signals except that when the Outer is worked from the points and the Warner from the cabin or platform, the Warner need not back lock the Outer.

8. When the Outer Signal is worked from the points and the Home Signal from the cabin or the platform, it shall not be possible to lower the Outer until the Home has been lowered, and the lowering of the Outer shall not back lock the Home. The arrangement must be such that when the Home is put back to danger the Outer shall be automatically returned to danger. Except that if desired, arrangements may be made to allow of the interlock between the Outer and Home Signals being released, under the control of the Station Master for the purpose of bringing a train up to the Home Signal.

9. Points and Facing Point Locks must be worked by rodding and not by wire or other flexible connection.

10. The normal position of every signal shall be at danger, except in the case of Calling-on arms, and no Signal shall be used unless it is constructed to stand at, or return to, the normal position in case of failure of any part of its connections.

11. The arrangement must be such that the control effected by the interlocking cannot be vitiated even if a signal wire be out of adjustment or forcibly stretched.

12. The locking in a lever frame must act as soon as a lever is moved, and release must not be effected until it reaches the end of its travel.

13. All Facing Points must be fitted with an efficient gauge tie bar at the nose of the switches and be provided with double stretcher bars.

APPENDIX 43—*contd.*

SECTION II.

It is desirable that the following conditions should be complied with.

14. The design of a station yard should be such as shall, where possible, provide for the isolation of running roads from each other, and from all sidings and goods lines. But where the connection of sidings and goods lines with a running road is direct, and no other means, therefore, exists of denying access to such running roads to vehicles on a siding, traps must be provided on the siding and shall be treated as points as in rule 2 (iii) above. Such traps shall be protected by signals or indicators, and shall be fixed at a sufficient distance short of the fouling point, and in such a position as regards the side of the track on which they are fitted, as shall ensure that an engine or vehicle derailed at the trap shall not foul the running road. An efficient derailing scotch block shall be considered a trap for the purpose of this rule. For the purpose of this rule and of Rule 2 above all loops or lines which are not signalled for running trains shall be considered as sidings.

15. Except where *duly qualified* Cabinmen are employed the Station-Master must be provided with an efficient control, so that it shall be impossible for any signal controlling the movements of trains approaching or leaving the station, to be lowered without his consent and *co-operation*. In the case of crossing stations on Single Line no mechanical control shall be considered efficient unless it provides for the *independent* control of each of the Home Signals.

16. When Signals are fixed some distance in advance of Facing Points to which they refer, the arrangement should be such as to render it impossible, within reasonable limits, to put the Signal to Danger behind a train and then unlock the points before the train reaches them.

17. The *act* of putting the Warner to Danger must not release the trailing points at the far end of the station.

18. The *counterweights* of Signals should be fixed high up the post out of reach, unless the arrangement is such that the signal cannot be lowered by raising the counterweight.

19. Ordinary Facing Point Locks shall be provided with a treadle bar of greater length than the greatest distance between two consecutive pairs of wheels in a train. Such bars to rise level with the top of the rail in the case of inside treadle bars, and at least one inch above it in the case of outside bars, in the centre of the travel.

20. All Facing Points, the locks of which are actuated by separate levers and which are locked in *either* position, shall be provided with efficient detectors working in connection with the signals controlling trains running over such points in the facing direction.

21. All Facing Points which are worked and locked by the same lever shall be provided with efficient detectors working in connection with the signals controlling trains running over such points in the facing direction.

22. When points are not locked from the place from which the signals are worked, the control by means of any detectors fitted to such points should extend to the locking arrangements as well as to the actuation of the points.

23. Except with the previous sanction of the Government Inspector, the following maximum distance at which points may be worked from the lever shall not be exceeded :—

Trailing Points, or Facing Points, worked by a separate lever ...	300 yards.
Facing Points worked and locked by the same lever	200 yards.

22. Rodding must be properly compensated in all cases where the lead exceeds 80 feet.

25. In the case of Key-locked Facing Points the locks shall be so placed as to be inaccessible during the passage of a train over them unless the

APPENDIX 43—*contd.*

arrangement is such that the key, being required for the release of the Signals, cannot be brought to the points when Signal is "Off" or for an appreciable time after it has been put to Danger.

26. Key locks where used must be connected to the track in such a manner as to ensure the necessary rigidity.

27. Important Signals should be fixed in such position, and at such height above rail-level, as will ensure their being *clearly seen* by Drivers, having regard to the nature of the background and relative height of Subsidiary Signals. Every Signal must, if possible, be visible from the Signal cabin or point from which it is worked, otherwise efficient *repeaters* should be provided.

28. All interlocking gear must be of strong and substantial construction. The apparatus must be such as can easily be maintained in an efficient condition under ordinary conditions of working.

Section III.

Instructions regarding Signals and Interlocking gear generally.

Locking frames and cabins.

29. The locking in a frame should be compactly arranged, and should not occupy such space in front of the levers as will prevent the cabinman having the best possible view of the railway, nor such space at the back as will prevent him standing well up to the levers. The locking should be easily got at for cleaning, lubricating, alterations or repairs, as far as possible without interfering with the working of the frame. There should be as few wearing parts as possible, and all parts should be interchangeable. The frame should not only be effective in working, but should be strong, durable, as simple as possible in construction and capable of extension if required.

30. The levers should be painted with distinguishing colours, and each lever in addition to its own number should bear the numbers of the levers which must precede it, in the proper order. In the case of tappet locking the arrangement must be such that no lock can enter a notch other than that for which it is intended. A sufficient number of spare levers should be provided.

31. When points and signals are worked from signal cabins, these should be at such height above rail level as will ensure the Signalman having a good view of the points and signals under all conditions.

32. The fixed lights in signal cabins should be screened off so as not to show in the direction of approaching trains.

33. Each signal cabin should be provided with a clock and with a proper diagram showing the arrangement of points and signals worked from the cabin in their normal position, with their numbers.

Signals.

34. Signals shall be used whenever and wherever they are ordered by special instructions.

35. Every Stop Signal shall be fixed at the point at which it is desired the train to which it refers shall stop.

36. A signal arm shall be placed on the left hand side of the post as seen by the Driver of an approaching train to which such signal refers.

37. Signals shall be fixed on the side of the line on which they can best be seen by Drivers of approaching trains, but the left hand side of the track is to be preferred unless the sighting is greatly interfered with.

38. Signal arms shall be painted red with a white bar on the side facing trains to which they refer, and white, with a black bar on the other side. On Warning Signals the bar is to be parallel with the notching.

39. Signal arms referring wholly to lines which are not used for passenger traffic may be distinguished by rings.

APPENDIX 43—*contd.*

40. Signal arms not in use shall be distinguished by having two crossed bars attached to them, and must remain fixed at Danger.

41. Where two or more lines diverge, the Signal shall be fixed on a bracket post.

42. Where two or more lines converge, the Signals shall, where possible, be fixed on separate posts.

43. But in both the above cases, where the number of Signals is considerable, they may be fixed on separate posts or dolls carried on a signal-bridge provided for the purpose.

44. In the case of all bracket or bridge signals, the left hand Signal shall refer to the left hand road, the second Signal from the left to the road next the left hand road, and so on.

45. Signals on brackets and bridges shall be distinguished as much as possible by *grouping* and by making the more important Signals *higher* than the less important.

46. Signals referring to parallel tracks should as far as possible be arranged in transverse line.

47. Signals should be so fixed that the distance between the lamps of adjacent Signals shall in no case be less than 6 feet, except in the case of platform starting, or other subsidiary Signals.

48. Not more than one Signal referring to trains moving in the same direction (whether on the same track or on separate tracks) shall be placed on the same post, unless—

(*a*) there be only two Signals on the post and the lower Signal is a Warner fixed from six to seven feet below the other Signal, or

(*b*) the lower Signal is a Co-acting Signal or Calling-on Signal fixed at least fifteen feet below the next Signal, or

(*c*) the sanction of the Government Inspector has been obtained.

49. Important Signals should ordinarily have the arm not less than 24 feet above rail-level, and should conform to the following minimum dimensions:—

(i) length of arm from spindle	4′ 6″
(ii) width of arm	10″
(iii) diameter of front lens	5″

50. Platform or loop starting Signals, and subsidiary Signals generally shall have a *short* arm fixed, as a rule, not more than 18 feet above rail level.

51. Pulleys for wire must be of such construction that the wire cannot be jammed between the pulley and bracket.

52. Lofty Signals, or Signals in exposed situations, should be guyed; means for adjustment of guys should also be provided.

53. Signal connections should be of approved pattern galvanized strand or solid steel wire. The stakes for carrying wire should not be more than 36 feet apart. Junctions of wire with chain or shackles to be made with thimbles.

54. Every angle wheel should be provided with not less than 3′ 6″ of chain (not less than $\frac{1}{4}$″), the ends of chains to be provided with split links.

55. Signal wires should be provided with adjusting screws, but where the lead exceeds 1,000 ft. an efficient regulator to be provided, placed so as to be within easy reach of the man working the signals.

56. Electric Signal Repeaters where provided should be of the three position type.

57. The Front lenses of subsidiary Signals, and the back lights of all Signals, are to be as small as possible consistent with efficiency.

APPENDIX 43—*contd.*

58. (1) Every fixed Signal, the light of which cannot be seen from the point from which the Signal is worked, must be provided with a back-light or tell-tale, by which the Station-Master may see whether the light is burning or not.

(2) Back-lights of Signals must show a small white light when " on " and no light at all in any other position.

(3) When a Warner is used by itself, its fixed green light must show a white back-light.

59. The lamps of all Signals should be fixed and ladders provided for lighting and cleaning them. Except under special instructions the front spectacle frame must be rigidly attached to, and work on the same spindle as the Signal arm.

60. Miniature and Dwarf Signals used to control shunting shall show the same front and back-lights as are prescribed for Signals, but front lenses shall not be more than 3" diameter or back lenses more than $1\frac{1}{2}$" diameter

61. Point indicators shall show a white light for the straight and green for the turn-out in both directions.

62. Point indicators used to protect and indicate the position of traps shall show a red light in front when the trap is open and green when it is closed; back-lights, white when the trap is open, green when the trap is closed.

Points.

63. Facing Points should be avoided as far as possible, but when they cannot be dispensed with they must be placed as near as practicable to the levers by which they are worked or locked.

64. Adjusting cranks should be used on the last connection to each pair of points Facing Point Lock, or other apparatus worked by rodding.

65. Travelling rollers of approved pattern should be used for all rodding connections and be fixed not less than 7 feet apart.

66. An adjusting screw or turnbuckle should be provided in each rod connection.

67. Where detectors are used it must not be possible for a detector slide to enter a notch other than that which it is intended for.

68. The keys used in key-locking should be of such a size as to minimise the chance of their being mislaid or broken.

SECTION IV.

Instructions for Government Inspectors.

When inspecting an interlocking installation, the Government Inspector must satisfy himself upon the following points :—

1. That the locking in the frame corresponds with that shown on the locking table.
2. That the diagram correctly represents the arrangement of the yard, especially as regards the normal position of points.
3. That before any Signal can be lowered, the running road to which it refers must be correctly made and locked, and that after the Signal has been lowered, no points or traps giving access to that road from sidings can be moved so as to allow the running road to be fouled.
4. That conflicting Signals cannot be lowered at the same time.
5. That all Signals are visible from the cabin or frame, or are provided with efficient repeaters.
6. That the Signalman has a good view of all points worked from his cabin.

APPENDIX 43—*concld.*

7. That Signals come fully "off" when lowered, and return freely to the danger position.

8. That when there are slotted or controlled Signals, the Signal can be returned to danger freely, by either of the levers by which it is controlled.

9. That in the case of a stop arm controlling a Warner below it, the Warner cannot be lowered unless the upper arm is "off," and that when the upper arm is put to danger the Warner, if "off" returns freely to danger, as well as the upper arm.

10. That Facing Point Locks are so set that the insertion of a $\frac{3}{16}$ inch rod between the switch and stock rails, 6 inches from the nose of the former, prevents the points being locked.

11. That Facing Point Lock Plungers when withdrawn, clear the Stretcher blade by not more than $\frac{1}{2}$ inch, and that the stroke of the plunger is not less than 6 inches.

12. That all switch and lock movements are adjusted to make full travel and require a lever to spring connections slightly before it is fully home.

13. That switches are adjusted to come tight against stock rail.

14. That when detectors are fitted each switch rail is detected independently either by separate detector blades or by means of a floating lever. Except that where a Facing Point Lock locks each switch independently separate detector blades are not necessary.

15. That treadle bars are of proper length as laid down in the rules given above, and rise to the full height in the centre of the travel.

16. That all cranks, locks, detectors, compensators, wheels, etc., are securely fixed to substantial bases fixed in concrete or attached to the sleepers.

17. That rod rollers are attached to timber cast-iron or stone blocks, or branches, let sufficiently into the ground to secure the necessary rigidity.

18. That leading off gear of cabins is securely fixed to heavy timber or concrete.

19. That proper rules or instructions are provided for working.

20. No Interlocking Installation shall be passed by a Government Inspector unless the conditions laid down in Section I are fully complied with. But *unrestricted* speed through stations should not be allowed unless the conditions specified in Section II are complied with as well. It will be open to the Government Inspector to impose a restriction, if he judges it to be necessary, in cases where any of the Rules laid down in Section III have not been complied with.

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INDIAN RAILWAYS.

Diagram showing for each year the totals up to 31st December 1908 for Capital outlay, Gross earnings, Working expenses, and length in Miles open, also percentage of Net earnings on Capital outlay and percentage of Working expenses to Gross earnings.

The figures on this scale represent lakhs for the Capital outlay, tens of thousands for Gross earnings and Working expenses and Miles for length open.

In the case of percentage of Net earnings on Capital outlay, and percentage of Working expenses to Gross earnings, each square represents one and two per cent. respectively.

The decrease in the Total Capital outlay in 1903 is due to revision of the outlay hitherto adopted for lines purchased by the State from Guaranteed Railway Companies.

Litho., S. I. O., Calcutta.

INDIA
SHOWING RAILWAYS.
REFERENCES
BAY OF BENGAL
INDIAN OCEAN

RAILWAY SYSTEM OF INDIA

Corrected up to 31st March 1907

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR THE

Calendar year 1907

THE RAILWAY BOARD.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

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ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

THE CALENDAR YEAR 1907.

Mileage.

During the year 1907, 924 miles of line were opened to traffic, bringing the total mileage open, after allowing for abandonment and minor corrections of mileage, up to 30,010 miles of the following gauges :—

15,821	of	5′ 6″	gauge	(standard).
12,613	„	3′ 3⅜″	„	(metre).
1,234	„	2′ 6″	„	(special).
342	„	2′ 0″	„	
30,010				

There were 290 miles of line sanctioned during the year, *viz.* :—

255	of	3′ 3⅜″	gauge	(metre).
35	„	2′ 6″	„	(special).
290				

Up to the end of March 1908 the mileages were—

Lines open	30,206
Lines under construction or sanctioned for construction . .	2,516

Capital.

2. The actual capital outlay (excluding premia for the purchase of companies' lines) from the commencement, on all open lines and lines partly open, amounted at the close of the calendar year 1907 to Rs. 39,843·15 lakhs, and that on lines wholly under construction to Rs. 242·35 lakhs. In addition Rs. 84·06 lakhs were incurred on miscellaneous items (English stores, etc.) connected with railways. The total outlay amounted to Rs. 40,169·56 lakhs, as detailed in Appendix 8.

3. All sanctions for expenditure are given with reference to the official year, and the sum of Rs. 1,500 lakhs (£10,000,000) has been provided for 1908-1909 divided as under :—

	Rs. Lakhs.
(*a*) For open lines, including Rs. 547¾ lakhs for rolling-stock .	1,148·88
(*b*) For lines already under construction—	
(i) begun prior to 1907-1908	331·12
(ii) begun during 1907-1908	...
(*c*) For lines to be begun in 1908-1909	20·00
TOTAL .	1,500·00

Rolling-stock and safety appliances.

4. For the year 1907-1908 the Railway Board made a provision of Rs. 568 lakhs for rolling-stock. An additional sum of one million pounds sterling was subsequently provided by the Secretary of State and contracts for the supply of 2,900 covered and 1,450 open goods wagons were let in England during the year. These wagons as received will be distributed to the different railways, both companies' and State.

The additions made during 1907 to the rolling-stock of the railways consisted of 229 engines, 736 coaches and 6,118 wagons, the numbers under supply being 514 engines, 1,879 coaches and 15,727 wagons.

Subsequent to the 31st December 1907 the provision of 89 engines, 406 coaches and 4,821 wagons has, in addition, been authorized.

5. Two hundred and eighty-three engines, 1,260 coaches and 7,018 wagons were fitted with automatic brakes, bringing the total number so fitted at the close of the year up to 3,702 engines, 13,452 coaches and 13,276 wagons, as against 2,572 engines, 6,047 coaches and 110,463 wagons not fitted.

6. One thousand one hundred and ten vehicles were fitted for gas and electricity, making the total number so fitted at the close of the year 12,849, as compared with 6,274 not fitted. The number fitted for gas was 10,677 and for electricity 2,172.

7. Means of communication between passengers and guards and drivers are fitted to many fast trains, both State and Companies'. The Railway Board consider this matter to be one of great importance and are strongly pressing the more extended use of the appliance on all lines. Appendices 25-A and 25-B show the number and class of trains and carriages on certain railways which are so fitted.

8. Ninety-four stations were fitted during the year with apparatus for interlocking points and signals, and 111 with automatic instruments for signalling trains between stations.

Statistical results of working.

9. With a net addition of 913 miles to the open mileage, the gross earnings of all Indian railways during the calendar year 1907 amounted in round figures to Rs. 4,726·87 lakhs, compared with Rs. 4,411·73 lakhs in 1906, an increase of Rs. 315·14 lakhs. Of the increase in the gross earnings, Rs. 227·85 lakhs were absorbed in additional working expenses. The net earnings amounted to Rs. 2,298·28 lakhs, against Rs. 2,210·99 lakhs in 1906, or an increase of Rs. 87·29 lakhs. These net earnings yielded a return on the capital outlay (Rs. 39,843·15 lakhs) on open lines and lines partly open of 5·77 per cent., as compared with 5·83 in 1906.

Of the increase of Rs. 315·14 lakhs in the gross earnings, the North Western State railway earned Rs. 92·77 lakhs or 29 per cent., the Great Indian Peninsula railway Rs. 44·52 lakhs, or 14 per cent., and Bengal and North-Western railway Rs. 21·16 lakhs or 7 per cent., and the remainder was contributed principally by the Bengal-Nagpur, Eastern Bengal State, Oudh and Rohilkhand State and Southern Mahratta railways.

The development of passenger traffic, noticed in the last report, continued during the year under review, and a larger number of pilgrims, native marriage parties, visitors to fairs, etc., was carried by railway. The visit to India of His Majesty the Amir of Kabul and the holding at Calcutta of an Industrial Exhibition also contributed to this development. The scarcity in the United Provinces and Behar also led to the movement of labourers in search of employment. The total number of passengers carried was 305·89 millions against 271·06 millions, and the earnings therefrom amounted to Rs. 1,504·50 lakhs against Rs. 1,368·31 lakhs. The number of third class passengers carried was more by 31·86 millions and the earnings therefrom by Rs. 123·44 lakhs. The other classes also showed satisfactory increases. Of the increase of Rs. 136·19 lakhs in the passenger receipts, the North Western State railway earned Rs. 28·74 lakhs or 21 per cent., and the remainder was contributed principally by the East Indian, Great Indian Peninsula, Eastern Bengal State, Bengal and North-Western, South Indian, Rajputana-Malwa and Madras railways.

The average rate charged to passengers of all classes was 2·44 pies per mile, just over $\frac{1}{4}$th of a penny, and the average distance travelled was about 39 miles. There have been no material fluctuations in these figures since 1884.

The aggregate tonnage of goods lifted during the year 1907 was 62·10 million tons and the earnings therefrom were Rs. 2,924·26 lakhs, an improvement over the previous year of 3·23 million tons and Rs. 164·57 lakhs. Of the increase in the goods receipts the North Western State railway earned Rs. 63·37 lakhs or 39 per cent., the Great Indian Peninsula railway earned Rs. 31·01 lakhs or 19 per cent., and the remainder was contributed principally by the Oudh and Rohilkhand State, Bengal-Nagpur, Bengal and North-Western and Southern Mahratta railways.

There was a decrease of Rs. 9·11 lakhs in the goods receipts of the East Indian railway, due to the reduction of coal rates and suspension of booking of goods traffic from 20th to 29th November 1907 in consequence of a strike amongst the running staff of the line.

The total weight of the traffic in "Grain and pulse", "Cotton, raw and manufactured", "Coal", "Oil-seeds", "Sugar", "Salt", and "Jute" during the year 1907 amounted to 33·71 million tons and the earnings therefrom to Rs. 1,915·48 lakhs, against 30·95 million tons and Rs. 1,777·04 lakhs, respectively, in the previous year. The traffic in these commodities amounted during the year 1907 to 70·73 per cent. in weight and 70·06 per cent. in earnings of the total traffic carried for the public, against 70·27 per cent. and 68·90 per cent., respectively, in the previous year.

There was a large increase of 618 thousand tons and Rs. 85·28 lakhs in the grain and pulse traffic, attributable chiefly to the larger movements of grains owing to scarcity prevailing in the United Provinces and to larger bookings of wheat for shipment. There were also increases of 620 thousand tons and Rs. 34·61 lakhs under "Oil-seeds," due to heavier exports of linseed, castor, rape, mustard and cotton seeds to Europe and of 255 thousand tons and Rs. 28 67 lakhs under "Cotton," due to larger consignments of "Cotton, raw" on account of greater demand in Europe.

Coal.—During the year 1907 the total output from the collieries in India and Burma amounted, as shown in Appendix 28, to 11·15 million tons, against 9·78 million tons in 1906. The exports of Indian coal to Indian ports, principally from Calcutta to Bombay, Karachi and Madras, rose from 1·83 million tons to 1·87 million tons or by 34 thousand tons, and those to ports outside India, including Burma, principally from Calcutta to Rangoon and Ceylon, fell from 1,394·73 thousand tons to 1,040·24 thousand tons or by 354·49 thousand tons. The imports of coal from the United Kingdom increased from 199·22 thousand tons to 227·18 thousand tons or by 27·96 thousand tons, and those from other countries from 27·15 thousand tons to 74·41 thousand tons or by 47·26 thousand tons.

The total quantity of Indian coal consumed by railways during the year 1907 increased, as shown in Appendix 27, from 2·88 million tons to 3·34 million tons or by 465 thousand tons, and the amount of foreign coal consumed from 37·28 thousand tons to 54·86 thousand tons.

The traffic in coal carried by railways increased from 11·19 million tons in 1906 to 12·19 million tons in 1907, while the earnings therefrom fell from Rs. 322·83 lakhs to Rs. 318·55 lakhs. The decrease in the earnings with an increase in the tonnage carried was due principally to the reduction in the coal rates for distances over 200 miles.

The average rate for all descriptions of goods carried per ton per mile was 5·18 pies as compared with 5·42 pies in 1906, or just under $\frac{1}{8}$ penny, while the average distance over which a ton of goods was carried was 175 miles against 166 miles in the previous year.

The additional mileage worked, the larger traffic handled and the increase in the train-mileage run necessitated a corresponding increase in the working expenses. Large sums were also expended by the principal railways in renewing their permanent-way and rolling-stock, and in strengthening bridges, and as a consequence the railways were worked during 1907 at 51·38 per cent. of gross earnings, against 49·88 per cent. in the previous year.

Financial results to the State.

10. The financial result of the working of the State and Guaranteed railways for the year 1907 was a net gain to the State of 382·79 lakhs of rupees, after meeting, in addition to the expenses of working, all charges for interest on capital outlay by the State and on capital raised by Companies, and also the annuity payments for railways purchased by the State, including both interest and the portion that represents redemption of capital. This is the eighth year in succession in which there has been a surplus.

In the subjoined table, which gives details of the charges against revenue for the year 1907 in comparison with the two preceding years, the ordinary interest charges are first deducted, and, on this basis, *i.e.*, after excluding the portion of the annuity payments representing redemption of capital, Rs. 105·17 lakhs, the surplus to the State for the year 1907 amounts to Rs. 487·96 lakhs. It is to be noted that even this understates the real surplus derived from the railways open to traffic, as the

interest charges include the interest on outlay on lines under construction, which, if these lines were being constructed by private enterprise, would be charged to the capital account.

	1905.			1906.			1907.		
	State railways.	Guaranteed railways. (*Madras and Bombay, Baroda and Central India.*)	Total.	State railways.	Guaranteed railways.	Total.	State railways.	Guaranteed railways.	Total.
REVENUE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross traffic receipts.—State railways	34,40,08,309	...	34,40,08,309	38,24,19,293	...	38,24,19,293	40,68,47,139	...	40,68,47,139
Gross traffic earnings.—Guaranteed railways.	...	3,32,99,021	3,32,99,021	...	1,63,31,871	1,63,31,871	...	1,56,96,590	1,56,96,590
Repayment of advances of interest.—Subsidized railways	6,41,787	...	6,41,787	8,89,164	...	8,89,164	8,26,806	...	8,26,806
Total Revenue	34,46,50,096	3,32,99,021	37,79,49,117	38,33,08,457	1,63,31,871	39,96,40,328	40,76,74,005	1,56,96,590	42,33,70,595
EXPENDITURE.									
Working Expenses.—State railways	16,69,14,273	...	16,69,14,272	18,90,38,725	...	18,90,38,725	20,81,83,678	...	20,81,83,678
Working expenses.—Guaranteed railways	...	1,05,39,840	1,05,39,840	...	1,04,84,669	1,04,84,669	...	1,04,21,894	1,04,21,894
Share of surplus profits paid to Companies, etc.	49,06,903	26,03,049	75,09,952	55,71,644	9,05,248	64,76,892	61,08,341	1,29,476	62,37,817
Land and Supervision charges.—Guaranteed railways	...	5,80,466	5,80,466	...	*—4,02,066*	*—4,02,066*	...	53,588	53,588
Land and subsidy charges	4,51,931	...	4,51,931	5,82,916	...	5,82,916	3,66,713	...	3,66,713
Miscellaneous railway expenditure	*—2,43,051*	...	*—2,43,051*	7,20,781	...	7,20,781	10,84,307	...	10,84,307
Total Expenditure	17,19,30,055	1,37,23,355	19,16,59,410	19,59,23,066	1,09,87,851	20,69,10,917	21,57,43,039	1,06,04,958	22,63,47,997
Net Revenue	17,27,20,041	1,35,69,666	18,62,89,707	18,73,85,391	53,44,020	19,27,29,411	19,19,30,966	50,91,633	19,70,22,599
ORDINARY INTEREST CHARGES.									
Interest on capital outlay.—State Railways	5,46,09,721	...	5,46,09,721	6,08,63,496	...	6,08,63,496	4,90,13,724	...	4,90,13,724
Interest on debt for purchase of railways	1,71,45,255	...	1,71,45,255	2,19,70,715	...	2,19,70,715	2,56,55,460	...	2,56,55,460
Interest on advances of capital to Companies	73,33,124	...	73,33,124	75,33,954	...	75,33,954	81,88,069	...	81,88,069
Interest on capital raised by Companies	1,95,36,392	...	1,95,36,392	2,06,46,584	...	2,06,46,584	2,17,66,355	...	2,17,66,355
Portion of annuities in purchase of railways representing interest on capital	3,53,61,300	...	3,53,61,300	3,50,87,916	...	3,50,87,916	3,43,14,809	...	3,43,14,809
Interest on capital of Guaranteed Companies	...	1,60,85,806	1,60,85,806	...	1,17,08,570	1,17,08,570	...	87,88,274	87,88,274
Total Interest	13,39,90,792	1,60,85,806	15,00,76,598	14,61,02,665	1,17,08,570	15,78,11,235	13,94,38,408	87,88,274	14,82,26,682
Surplus of net revenue over Interest	3,87,29,249	*—25,16,140*	3,62,13,109	4,12,82,726	*—63,64,550*	3,49,18,176	5,24,92,558	*—36,96,642*	4,87,95,916
Portion of annuity payments representing redemption of capital also charged against revenue	98,28,285	...	98,28,285	1,01,66,475	...	1,01,66,475	1,05,16,710	...	1,05,16,710
Actual net gain +, or loss—	+2,89,00,964	*—25,16,140*	+2,63,84,824	+3,11,16,251	*—63,64,550*	+2,47,51,701	+4,19,75,848	*—36,96,642*	+3,82,79,206

11. As regards an account of the capital liability in connection with railways owned by the State, there are some complications in stating the amount, owing to the fact that, in the case of some of the lines taken over, the purchase price is being paid by means of annuities. In these cases it seems correct to deduct from the original commuted capital at which the lines were taken over, the amount redeemed by

annuity payments up to date. On this basis the subjoined table shows the capital liability at the end of 1907 on account of all railways classed as State railways; the State outlay, as recorded in rupees in the accounts being converted into sterling at the rate of Rs. 15=£1. The total capital amounts to £282·50 millions (the details by railways being shown in Appendix 9); and on this the net revenues of the State railways for 1907, £12·80 millions, give a return of 4·53 per cent. The capital of the Madras (old Guaranteed) railway amounts to £13·11 millions and on this the net earnings of the railway for 1907, £339·44 thousands, give a return of 2·59 per cent.

Capital liability on account of railways classed as State railways at end of 1907.

1. Share capital of purchased railways being paid off by annuities:—

	£	
Commuted value of stock purchased	85,010,259	
Deduct—		
Commuted capital representing annuities which were purchased by creation of debt (liability included under item 3)	12,741,462	
New stock of the Great Indian Peninsula railway exchanged for portion of annuity (liability included under item 5)	1,750,000	
Capital redeemed by annuity payments ...	6,447,605	
	20,939,067	
Net outstanding		64,071,192
2. State outlay		105,813,923
3. Debt incurred for purchase of railways		49,393,271
4. Capital advanced by Government to Companies		16,556,278
5. Capital raised by Companies on the Secretary of State's guarantee (including overdrafts of capital)		46,163,678
TOTAL CAPITAL LIABILITY		282,498,342

Capital liability on account of Guaranteed railways at end of 1907.

Capital raised on the Secretary of State's guarantee, including overdrafts:—

	£
Madras railway	13,106,801

Rates and fares.

COACHING.

12. The *Bengal-Nagpur railway*, with a view to facilitating the supply of cooly labour to the tea gardens in Assam, introduced special reduced 3rd class fares from its principal stations to *viâ* Asansol for coolies booked to *viâ* Goalundo.

The *Bombay, Baroda and Central India railway* made a general reduction, with effect from the 1st January 1907, in the passenger fares on its metre gauge section.

The *Bhavnagar-Gondal-Junagad-Porbandar railway administration* enhanced the charges for 1st and 2nd class return tickets from one and two-thirds to two single fares, both in local and through booking, with effect from the 1st October 1907.

The *Cutch railway* raised its passenger fares by mail trains by 25 per cent. above those charged by passenger trains.

GOODS.

13. *Famine traffic.*—Owing to grave prospects of a serious fodder famine in the United Provinces, Central India, Rajputana, the Punjab and the North-West

Frontier Province in consequence of the failure of the last monsoon, the railways, at the request of the Government of India in October 1907, agreed to quote the following special reduced rates for the carriage of grass and hay including *bhoosa*, straw and *karbi*, pressed or unpressed in bales or bundles, also oil-cake to be used as fodder, between stations within the areas affected and from stations outside those areas to stations within them :—

on standard (5′ 6″) gauge railways,

two annas per ordinary wagon per mile and double this rate for bogie wagons;

on metre gauge railways,

two annas per ordinary wagon per mile for the first 50 miles, one and a half annas per mile for the next 100 miles and one anna per mile for any additional distance and double these rates for bogie wagons.

The Government of India, however, realizing that even greater assistance than that secured by these specially reduced rates was necessary in order to effect the movement of fodder in quantities sufficiently large to provide for the safety of cattle within the famine area, decided that freight on consignments of fodder (excepting fodder for the Army Department), booked to stations in the provinces mentioned above from places without them, should be recovered from the consignor or consignee at the rate of half an anna per four-wheeled wagon per mile and one anna per bogie wagon, and that the balance of freight calculated at the special reduced rates agreed to by railways, or at the ordinary tariff rates in cases where the rate had not been specially reduced, should be paid by Government.

The *Bengal-Nagpur railway*, with a view to assisting the famine-stricken people, quoted special reduced rates for grain, pulses and common seeds in wagon-loads from Shalimar to stations in the Central Provinces.

The *East Indian railway*, in order to help the movement of Rangoon rice to districts affected by the famine, considerably reduced its rates for this commodity from Calcutta to its stations above Moghal Sarai and to stations on the Oudh and Rohilkhand State railway.

On the *East Indian railway* the following scale of rates was introduced for grain traffic for consumption in the country and also for flour traffic :—

For first 50 miles ...	...	...	·33 pie per maund per mile.	
„ distances above 50 up to 100 miles		...	·20 „	„ „
„ „ „ 100 up to 350 miles		...	·14 „	„ „
„ „ „ 350 „ 600 „		...	·12 „	„ „
„ „ „ 600	„	...	·10 „	„ „

plus terminals where leviable.

With effect from the 20th August 1907, the *North Western State railway administration* made arrangements with the Hall Line of Steamers for the through-booking of passengers' luggage, hides, wool, saltpetre and certain other commodities from stations on that line to Port Said and certain ports in Europe and America.

Important measures and events.

14. *Government control of railways.*—On the 1st January 1908, a new system of control of railways by the Government of India was introduced as a result of which the Consulting Engineer was abolished and railways were placed under the direct control of the Railway Board. Extended powers of sanction and administration were delegated to the Boards of Directors of Companies with the option to delegate these powers to their Agents in India.

Strikes and Board of Conciliation.—Several small strikes of different classes of employés occurred during the years 1906 and 1907 on certain lines. The discontent prevailing on the North Western State and the Bengal and North-Western railways was removed without inconvenience to the public; but that on the Eastern Bengal State railway culminated in an extensive strike on the part of native drivers and firemen and caused a temporary dislocation of goods traffic. On the East Indian railway the European and Eurasian drivers of Howrah-Jhaja District after submitting a lengthy list of grievances struck work in November and were joined to

a large extent by the traffic staff, the strike extending to other districts and involving a large portion of the line. This strike was the most serious in the history of railways in India, and for a time completely dislocated traffic generally and the trade of Calcutta in particular. It was only terminated by the appointment by the Government of India of a special Board of Conciliation (based on the lines of the Boards recently introduced in England) to consider the representations of the men. The Conciliation Board dealt mainly with the questions of (i) higher pay or mileage allowance; (ii) extra pay for working overtime and on holidays; and (iii) improved leave rules.

Re-arrangement of the railways in Southern India.—The contracts of the Southern Mahratta and Madras railways having approached their period of termination, it was decided to take advantage of the opportunity and to re-arrange the railway systems of Southern India. Proposals were, therefore, submitted to the Secretary of State under which the Madras railway system would be absorbed by the Southern Mahratta and the South Indian railways.

As an outcome of the negotiations the following arrangement was finally decided on and accepted by the Southern Mahratta and South Indian railways. The former railway—

(1) absorbed the whole of the Madras railway system with the exception of the Jalarpet-Mangalore section, and branches thereof;

(2) took over from the South Indian railway

(*a*) the Katpadi-Dharmavaram section,

(*b*) Pakala-Gudur section.

The South Indian railway acquired the Jalarpet-Mangalore section of the Madras railway and branches thereof with running powers from Jalarpet to Madras and Bangalore and certain rights regarding quotation of rates. These arrangements were carried out on the 1st January 1908, the enlarged Southern Mahratta railway changing its name to the Madras and Southern Mahratta railway.

Indian Railway Conference Association.—The Association held meetings at Simla from 23rd September to 7th October 1907, and, in addition to the ordinary questions which came before it for consideration, dealt specially with the question of the revision and simplification of the existing goods tariff and adopted the Simplification Committee's report, exhibiting in draft a portion of a simplified tariff drawn up on the lines decided upon by the Committee which met at Delhi in 1905. It was also decided that the final report of the Simplification Committee, when submitted, should be printed and circulated by the Secretary for consideration; certain questions of principle connected with the preparation of the simplified tariff were also referred to the Railway Board, who have conveyed their decision to the Association. During the year the appointment of a "whole-time" Secretary to the Association with necessary office establishment was sanctioned by the Secretary of State, who further authorized that the Association be empowered to incur expenditure connected with its working up to an annual maximum of Rs. 40,000. Mr. Ross Johnson was elected Secretary to the Conference Association and, on return from leave in England, assumed charge of his duties on the 23rd December 1907.

Revised rules for the carriage of military traffic.—The revised rules for the carriage of military traffic by rail as recommended by the Indian Railway Conference Association were accepted by the Government of India and introduced, with effect from the 1st January 1908, as a tentative measure for a period of one year.

Committee of enquiry as to the provision of funds for expenditure on Indian railways and the system of working of the Railway Board.—In May 1907 intimation was received of the appointment by the Secretary of State of a Committee to enquire into the provision of funds for expenditure on Indian railways and the system under which the Railway Board works. It was at first arranged that Sir James Mackay, Chairman of the Committee, and Sir Walter Lawrence, one of the Members, accompanied by Mr. Brereton, Government Director of Indian Railway Companies, should visit India in the winter to discuss matters with the Government of India and the Railway Board; also to receive evidence on the subject of the enquiry from officials engaged in railway management and from representatives of the mercantile community. The deputation of these gentlemen was subsequently cancelled, it being

considered sufficient for the Committee to receive by letter the views of those interested in the subject in India. The Chamber of Commerce and other public bodies were accordingly directed to send any representations on the subject which they desired to make direct to the Secretary of the Committee at the India Office, London.

Replacement of the Government Telegraph Department instruments on the Burma railways by the Company's stock.—Proposals are under consideration for the equipment of the entire Burma railways system with telegraph instruments owned by the Company in replacement of those now hired from Government.

Use of local manufactures for railway purposes.—A considerable number of wagon frames and bodies were built during the year by private firms in Calcutta from imported raw materials, the springs, wheels and axles being supplied by the railways for whom the wagons were built.

Standardization of locomotives.—Further standard designs of broad gauge mail, passenger and goods engines, prepared by the Engineering Standards Committee in England, were circulated for adoption on the various Indian railways.

Standard dimensions for 2′ 6″ gauges.—Considering the large extension of the use of the 2′ 6″ gauge, the Railway Board have thought it desirable, after consulting the 2′ 6″ gauge railway administrations on the various dimensions to be adopted, to introduce a schedule of dimensions for this gauge on the lines of the broad gauge and metre gauge schedules of 1905.

Electrification of railways.—Proposals for working the Kalka-Simla railway and the Nilgiri railway and its extension to Ootacamund by electricity are still under consideration.

The question of working the proposed Bhamo-Tengyueh railway with electricity is also being considered.

Abolition of bridge tolls.—In February and July 1907 Government agreed to the abolition of tolls on the East Indian Railway Company's Tonse bridge, also on that Company's bridges over the Jumna at Delhi and Allahabad, and on the Oudh and Rohilkhand State railway Dufferin bridge over the Ganges at Benares, the bridge over the Ganges on the line between Lucknow and Cawnpore and the bridge over the Ramganga at Moradabad.

Rules to regulate the transport and importation of explosives.—In July 1907 revised rules were promulgated for adoption on all railways in India.

Relaxation of Indian packing rules in favour of chemicals shipped for Government Departments through the agency of the Stores Department, London.—It having been represented that the system of packing employed by the Stores Department of the India Office, London, was suitable for chemicals and free from danger, the Indian packing rules for the carriage of chemicals by rail were relaxed in favour of chemicals shipped for Government Departments in India through the agency of the Stores Department of the India Office, provided they were packed in accordance with the regulations of that Department.

Steamer service between the Assam-Bengal railway terminus at Shaheb Ghatta and the islands of Sandip and Hatiya.—In November 1907 sanction was accorded to the concession, given to Messrs. Turner, Morrison & Co. in connection with a steamer service to be established by them between the Assam-Bengal railway terminus at Shaheb Ghatta and the islands of Sandip and Hatiya, being transferred for a period of one year, in the following modified form, to the India General Navigation and Railway and Rivers Steam Navigation Companies, *viz.*, the grant of a rebate of 10 per cent. from the earnings derived from the through traffic interchanged between the Assam-Bengal railway and the Steamer Companies, subject to a maximum limit of Rs. 500 per mensem, but not subject to any minimum.

Through-booking of traffic between the Eastern Bengal State railway and the India General Navigation and Railway Company.—With effect from the 15th July 1907, the Eastern Bengal State railway introduced the through-booking of coaching and goods traffic to and from the India General Navigation and Railway Company's Ganges Steamer Service *vid* Lalgola Ghat.

Rate of interest on railway debt.—It has been decided that, with effect from the accounts for 1906-1907, the average rate of interest paid each year on the mean non-specific debt of India shall be applied for purposes of the calculation of interest on the railway debt in lieu of the fixed rates of 4 per cent. and 3½ per cent. hitherto employed, and that the transfer from ordinary debt to railway debt shall be made partly in the English and partly in the Indian portion of the accounts.

Chittagong Jetties, Assam-Bengal railway.—Considerable loss of property was caused by fires, which occurred in October and December 1907, at the jetties at the double moorings at Chittagong.

Improvement of the Vizagapatam Port.—The question of improving this port so as to render it suitable for ocean-going steamers is under consideration.

Railway Police Committee.—The Indian Railway Conference Association having represented that in existing circumstances the arrangement under which the total cost of railway police is distributed between Government and the Railway Companies in the proportion of $\frac{3}{10}$ths and $\frac{7}{10}$ths, respectively, imposes an unfair burden on the Companies and should therefore be revised, the Government of India appointed a Committee in April 1907 to report on the incidence of police charges on railways. The Committee have submitted their report, which is now under consideration.

Contracts and agreements for the construction and working of railways.—In connection with the agreement, dated the 11th September 1906, for the working of the Jaipur railway from Sanganer to Siwai Madhopur by the administration of the Bombay, Baroda and Central India railway, the Government of India agreed to the payment to the Jaipur Durbar, outside the terms of the agreement, of an annual rebate not exceeding 10 per cent. of the Government share of the net earnings of the main line from the traffic interchanged with the Jaipur railway, to make up an amount sufficient to give a return of 3½ per cent. per annum on the actual capital expenditure incurred on the latter.

On the 16th January 1907 an indenture was entered into between the Secretary of State for India and the East Indian Railway Company for working the South Behar railway as part of the undertaking of the East Indian Railway Company, with effect from 1st January 1906 until the termination of the Company's contract of 1879.

On the 22nd February 1907 an indenture was entered into between the Secretary of State for India and the Burma Railways Company for the construction and working of the Pegu-Moulmein and Henzada-Kyangin railways and the Daga loop line.

An indenture was executed with the Burma Railways Company on the 23rd February 1907 for advances by the Secretary of State for capital expenditure on the undertaking to the extent of Rs. 85 lakhs during the years 1903 to 1906.

An indenture was made on 21st March 1907 between the Secretary of State for India in Council and the Burma Railways Company for the provision of further debenture stock.

An indenture was entered into on the 8th April 1907 between the Secretary of State for India and the Bombay, Baroda and Central India Railway Company for the maintenance, management and working of the Bombay, Baroda and Central India railway, the Rajputana-Malwa and certain subsidiary railways by the Bombay, Baroda and Central India Railway Company. The terms of the contract on which the undertaking is to be worked and managed by the Company came into force from the 1st January 1906, and are in substitution of the temporary arrangements in that behalf contained in the contract of the 27th December 1905. The contract is terminable by either party on the 31st day of December 1930, or on the 31st day of December in any succeeding fifth year reckoning from that date, by giving twelve months' notice.

An agreement, dated 7th June 1907, for a period of three years and subject to six months' notice at the end of that period, was entered into by the Southern Mahratta Railway Company and the Sangli State for the working, by the former, of the Sangli railway.

A memorandum of agreement was also drawn up and accepted by the Company and the Durbar for the construction, by the Southern Mahratta Railway Company, of the metre gauge railway from Miraj to Sangli town.

On the 26th June 1907 an indenture was entered into between the Secretary of State for India and the Southern Mahratta Railway Company postponing the termination of the existing contracts with that Company until the 30th June 1908.

An indenture was executed with the East Indian Railway Company on the 10th July 1907 for the creation of further debenture stock carrying interest at the rate of 3½ per cent. per annum.

In July 1907 sanction was accorded by Government to an agreement, dated the $\frac{28th}{29th}$ February 1907, as supplemented by an agreement of the 4th June 1907, between His Highness the Maharajah of Cooch Behar and the Administration of the Eastern Bengal State railway for the working by the latter of the Cooch Behar railway with effect from the 1st January 1907. This agreement is subject to revision from time to time and may be terminated on six months' notice by either party.

In July 1907 sanction was accorded under clause 40 of the contract, dated the 9th March 1897, between the Secretary of State for India and the Burma Railways Company, to the continuance, up to 31st March 1908, of an agreement, dated the 20th July 1898, between the Burma Railways Company and the Irrawaddy Flotilla Company, for working the Katha-Bhamo traffic. Sanction was also accorded to an agreement between the Burma Railways Company and the British India Steam Navigation Company for the through-booking of goods and parcels between stations on the Burma railways and Calcutta during the year 1906-07.

In July 1907 the Bombay, Baroda and Central India Railway Company undertook the working of the Nagda-Morak section of the Nagda-Muttra railway. An agreement for the temporary working of this section, and of the remaining sections of the line as they are opened from time to time until the entire line is opened, is under consideration.

On the 26th August 1907 an indenture was entered into between the Secretary of State for India and the Tapti Valley Railway Company, supplemental to, and prolonging the operation of, the contract of the 28th August 1896 for the construction of the Tapti Valley railway, as modified by the contract of the 16th January 1902.

On the 17th September 1907 an indenture was entered into between the Secretary of State for India and the Ahmedabad-Parantij Railway Company supplemental to, and prolonging the operation of, the contract of the 13th March 1896 for the construction of the Ahmedabad-Parantij railway, as modified by the contract of the 29th January 1902.

The Rohilkund and Kumaon Railway Company took over the management of the Powayan Light railway on the 11th October 1907, in terms of the indenture of the 13th July 1906.

In December 1907 the Secretary of State agreed to a modification of the Bengal-Nagpur railway contract of 1902, in respect of the further extensions now in course of construction or likely to be undertaken in the near future by the Company, which is practically equivalent to allowing the Company to charge interest during construction to capital under the usual conditions.

Postal accommodation at railway stations.—In April 1907 the Secretary of State decided, on the recommendation of the Government of India, that in future contracts for the construction of railways in India by Companies provision should be made in all possible cases for the construction, at the cost of capital, of accommodation at railway stations for post offices and quarters for the postal staff, at a rental not exceeding 7½ per cent. per annum. Local Governments and Administrations have been advised that it is considered desirable that similar provision should be made in the case of lines constructed under the Tramways Act.

Important works completed.

15. *Bengal-Nagpur railway.*—Additions and alterations to the goods shed and sidings at Shalimar, and the construction of a branch line to serve the Aldih Coal Company's property in the Sanctoria coal-field.

Bombay, Baroda and Central India railway system.—Strengthening of cross girders and certain diagonals of the Nerbudda bridge and pitching round piers 16 to 22 of that bridge; the restoration of the General offices in Bombay which were damaged by fire in 1905; the conversion of Fatehgarh into an engine-changing station; the improvement in the alignment of the line near, and the entry into, Sabarmati station, with a view to rendering it less liable to damage by floods; the improvement and enlargement of Mhow station; the construction, owing to the heavy traffic at that point, of the Martindale over-bridge at the Lal Phatak level-crossing north of Ajmer station; and the work of fitting Tyer's Tablet Block Instruments to stations on the Phulera-Sojat Road section.

Eastern Bengal State railway.—The construction of a ghat at Durgapur, 4·51 miles from Rajbari station, for the combined service traffic; the relaying, with 90-lb flat-footed rails, of the main line between Naihati and Ranaghat and between Dum Dum Junction and Baraset to permit of the running of a heavier class of engines; the renewals of 28 spans of 31′ girders between Aranghata and Munshiganj and of the old girders of the Kakra and Ghoghat bridges with others of a stronger type; and the construction of the major bridges over the Gourang and Putimari on the Gauhati extension and over the Kunkur, Mahananda, and Purnabhaba on the Katihar-Godagari extension.

East Indian railway.—The doubling of the line between Dhanbaid and Barakar; the interlocking of all single line stations between Allahabad and Delhi with the exception of Rasulabad; the construction of the new bridge over the Jumna at Agra, the viaduct through the Agra City, the second down line between Raneegunge and Asansol, and the northern block of the new joint passenger station and the river-side goods warehouse at Howrah.

Great Indian Peninsula railway system.—The reconstruction of the Godavari and Kara Nala bridges; the strengthening of 30′ span girders of certain bridges; the doubling of the Lonavla-Karla section with the remodelling of the Lonavla station yard; and the interlocking of twenty road-side stations on the Great Indian Peninsula section.

Madras railway system.—The construction of the loop line connecting Washermanpet with a new station at Basin Bridge, of a chord line from Korukkuppettai to the latter station to afford the North-East line a direct access to the central station, Madras, of the bridge over the Netravati river on the Azhikal-Mangalore railway; and the completion of the junction arrangements at Tirupattur and Morappur, excepting the signalling arrangements.

Nizam's Guaranteed State railways.—The renewal, with new girders of the standard type, of the girders of 83 bridges with spans of four, six and twelve metres on the Wadi-Secunderabad section.

North Western State railway system.—The doubling of the line from Samasata to Rohri, 208 miles, and the renewal and doubling of weak plate girders on this length; the conversion from the 2′ 6″ to the 5′ 6″ gauge of the Khushalgarh-Kohat section of the Khushalgarh-Kohat-Thal railway, 30·25 miles; and the construction of the second wing of the new Central offices at Lahore, of the new engine-erecting shops at Lahore, and of the new bridge over the Indus at Khushalgarh.

Oudh and Rohilkhand State railway.—The relaying of forty miles of the main line from Lucknow towards Saharanpur with 90-lb flat-footed rails on wooden sleepers in substitution of 75-lb rails on pots, and the construction of the bridge over the river Sai on the Allahabad-Jaunpur section.

Bengal and North-Western railway.—The erection of the new Boor Gunduk bridge at Samastipur in replacement of the previously existing pin girder-bridge which was found weak for heavy engines; the restoration of bridges, etc., on the Samastipur-Darbhanga and Samastipur-Muzaffarpur sections which were damaged by the floods of 1906; and the provision of 1,162 lineal feet of additional waterway as a protection against floods.

Burma railways.—The relaying of 26 miles, on the main line, and of 6 miles, on the Rangoon-Prome section, of 41¼-lb steel track with 60-lb steel rails and of 1½ miles of similar track on the latter section with 50-lb rails; the doubling of

the line between Togyaunggale and Dabein, 15 miles, on the main line and between Hlawga and Wanetchaung, 12·25 miles, on the Rangoon-Prome section, with the exception of the arrangements at the stations; the remodelling of the Letpadan station; the interlocking, on the "Simplex" system, of the points and signals of the Kyedaw and the Thadugan stations; and the construction of the large goods yard at Malagon, of the Pegu, Sittang and Belin bridges on the Pegu-Moulmein extension and of the north shore siding to the river bank at Henzada, including the completion of the ferry arrangements there and at Tharawaw shore.

South Indian railway.—The renewal of certain spans of weak girders with metre gauge standard requirements on the Madura-Tuticorin and Maniyachi-Tinnevelly sections.

Accidents.

16. The following is a statement of accidents of all descriptions to persons, which have occurred during the last five years:—

Year.	Passengers.						Servants.						Other persons.												Total all classes.	
	By accidents to trains, rolling-stock, permanent-way, etc		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		By accidents to trains, rolling-stock, permanent-way, etc.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		By accidents to trains, rolling-stock, permanent-way, etc.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1903.	50	116	93	331	143	447	15	95	275	390	290	485	12	7	16	3	510	172	138	5	35	22	711	209	1,144	1,141
1904.	11	83	105	321	116	404	23	103	250	364	273	467	6	15	23	1	577	186	120	2	41	14	767	218	1,156	1,089
1905.	3	140	115	356	118	496	15	115	308	462	323	577	5	15	25	4	661	173	134	5	39	23	864	220	1,305	1,293
1906.	9	194	155	368	164	562	39	148	341	451	380	599	11	22	41	6	823	259	154	9	41	37	1,070	333	1,614	1,494
1907.	45	150	150	459	195	609	40	120	405	546	445	666	16	41	35	3	919	303	189	7	35	36	1,194	390	1,884	1,665

There was an increase of 220 and 171 in the total number of persons killed and injured from all descriptions of accidents during 1907, as compared with the previous year.

The total number of persons of all classes killed from causes beyond their control was 101 against 59, and the number injured 311 against 364. Out of a total of 305·89 millions against 271·06 millions of passengers travelling, and of 11,840·65 millions of miles against 10,688·09 millions of miles travelled, 45 passengers were killed and 150 injured against 9 killed and 194 injured. This gives an average of one fatal casualty in 6·80 millions against one in 30·12 millions of persons travelling, and an average of one in 263·13 millions against one in 1,187·57 millions of miles travelled in 1907 and 1906, respectively.

17. The following are particulars of the more serious train accidents:—

A special train collided with a shunting engine at the Dhanbaid station, *East Indian railway*, on the 12th March 1907, due to the disregard of rules by the station staff. Twenty-two passengers in the special were more or less seriously injured, one of whom subsequently died. Three men of the engine staff also received injuries of a slight nature. The rolling-stock was considerably damaged.

The engine of 27 up mail train was derailed and the tender and leading bogie composite third class and brake-van capsized at Rewari station, *Rajputana-Malwa railway*, on the 21st May 1907, due to the sharp angle of the crossing and to the speed of the train at the time of the accident being in excess of the prescribed limit.

One third class passenger was slighly hurt and the engine Khallasi injured. The rolling-stock and permanent-way were damaged.

No. 12 down passenger train and an up special goods train collided at Sarai Banjara station, *North Western State railway*, on the 25th May 1907, due to the driver of the latter train backing his train without having received instructions to do so, and also to the disregard of rules by the assistant station master and the driver and guard of the former train. Three passengers were slightly, and the guard of the up special was severely, injured. The rolling-stock was considerably damaged.

Nos. 601 down Great Indian Peninsula railway mail and 225 up Oudh and Rohilkhand State railway goods trains collided at Amausi station, *Oudh and Rohilkhand State railway*, on the 5th June 1907, due to the driver of the Great Indian Peninsula railway train running against signals. The brakesman of the mail train was killed, and twelve passengers were severely injured, one of whom subsequently died. The rolling-stock and permanent-way were considerably damaged.

Nos. 9 up passenger and 154 down goods trains collided at Kot Lakhpat station, *North Western State railway*, on the 24th October 1907, due to the driver of the latter train having started his train with a wrong line clear and against signals. Eleven passengers were killed and 29 persons, including 4 of the train staff, were more or less seriously injured. The rolling-stock was considerably damaged.

Nos. 3 Rajpura down special goods and 27 up passenger trains collided at mile 1042-18 between Jagadhri and Kalanour stations, *North Western State railway*, on the 29th October 1907, due to the driver of the former train running through Jagadhri station yard against signals. Nine passengers and thirteen railway servants were killed and six passengers and six railway servants injured. The rolling-stock was considerably damaged.

No. 14 up passenger and a down special train collided at Antri station, *Indian Midland railway*, on the 26th October 1907, due to the driver of the latter train running against signals, and to the disregard of rules by the assistant station master. Four passengers and two railway servants were injured. The rolling-stock was considerably damaged.

An up goods special parted between Ichhapur and Shamnagar stations on the *Eastern Bengal State railway* on the 10th November 1907. The portion left on the road was run into by an up troop special of the East Indian railway, owing to the staff at Shamnagar having permitted this train to enter the blocked section. The collision fouled the down line and the wreckage of the two trains was run into by a down special goods train running on that line. The driver of the troop special was killed and a passenger injured. The rolling-stock and permanent-way were considerably damaged.

Nos. 18 down passenger and 61 up goods trains collided between a temporary block hut at mile 230-6¼ and Dadpur block hut, *East Indian railway*, on the 17th December 1907, due to the failure of the staff to give a caution order to the driver of the up goods train at Jhajha. Eight third class passengers were killed and eighteen injured. The guard of the goods train was also slightly injured. The rolling-stock was considerably damaged.

Nos. 5 up and 12 down passenger trains collided at mile 935-2, between Ludhiana and Ladhowal, *North Western State railway*, on the 25th December 1907, due to the disregard of rules by the assistant station master, Ladhowal. Fifteen passengers and six railway servants were killed, and 3 passengers and 4 railway servants injured. The rolling-stock was considerably damaged.

Damages by floods and rainfall.

18. On the *Bengal-Nagpur railway* heavy rain in March caused a flood in the Damoodah river near Asansol, resulting in damage to a diversion which had been put in by the side of the Damoodah bridge and in temporary suspension of traffic. In September, owing also to heavy rain, a 20-feet arched bridge near Anara on the Sini-Asansol section was scoured away.

Heavy rain in June and August caused several breaks on the *Bombay, Baroda and Central India railway system.* The Tapti Valley line was breached at

mile 132 for a length of 540 feet and passengers and goods had to be transhipped for six days in June. In August slips occurred in the banks at mile 61 and between miles 151 and 171 on the main line of the Bombay, Baroda and Central India railway, the down line between miles 150 and 163 being blocked in consequence for three days. On the Rajputana-Malwa railway about 300 feet of ballast and earthwork were washed away at Kharwa station in August and during the same month the main line was breached at mile 450 for a distance of about 200 feet, necessitating the transhipment of passengers for two days. The Palanpur-Deesa line was also breached in several places and a number of rail openings and an arched culvert and a girder bridge were damaged.

Heavy floods in August and September, caused mainly by the overflow of a tributary of the Poonpoon, breached the Moghal Sarai-Gya and South Behar lines and the Daltonganj branch of the *East Indian railway* in several places.

Owing to heavy rain in July the return walls of culverts and girder openings between miles 273 and 280 on the South-East line of the *Great Indian Peninsula railway* were slightly damaged and the newly made banks of the arsenal and factory sidings at Kirkee subsided, rendering the road unsafe for traffic. In August, owing to the same cause, the bank of a culvert at mile 695 on the Bina-Baran section was breached for a length of 19 feet, the line also being seriously damaged in several places.

On the *Madras railway system*, owing to the bursting of a tank in June near the Narasapatnam Road station on the North-East line, the station yard was flooded and the ballast and portions of the bank at mile 437 were carried away. In August a bridge at mile 395 on the North-West line and another at mile 38 on the Shoranur-Cochin line were considerably damaged by floods, and in December, owing to the overflow of the Musi river, the North-East line was breached at miles 172, 177 and 178. Several slips occurred in November on the Nilgiri line at miles 6, 9 and 12, necessitating transhipment of traffic for three weeks.

Owing to heavy floods in August, the *North Western State railway* was breached at miles 527, 529, 530 and 537 on the Sind-Peshin section, a pier and two girders at mile 527 and about half a mile of line at mile 530 being washed away. During the same month the line at mile 1,116 near Peshawar cantonment was under water for a length of about a quarter of a mile owing to the overflow of the Bassi Nalla.

The last nine miles of the Katarnian Ghat branch of the *Bengal and North-Western railway* were closed for 4 months (July to October) in consequence of high floods, and the Bhikna-Thoree branch was closed from July to December on account of heavy rains. On the Tirhoot section the line between Pertabganj and Khanwa Ghat was breached in several places in June.

The Tharawaw branch of the *Burma railways*, 24 miles, *i.e.*, the link between the main line and the Bassein-Henzada branch, was closed to traffic from the 28th June; two miles of line near the Tharawaw end were dismantled and three large gaps of a total length of 800 feet were made in the railway embankment to pass an expected high flood of the Irrawaddy river, as it was feared that the railway bank would cause a heading up of the flood waters, throw them back into the river and endanger the bund which protects the town of Henzada. These fears were not however realized, and the line was restored, diversions being put in at the sites of the gaps, and traffic over the branch was resumed with effect from the 5th November. Heavy rain in July breached the line in several places extending from mile 666 to mile 671 and from mile 673 to mile 674, rendering the line unsafe for the passage of trains. Traffic was interrupted entirely for a day and had to be transhipped thereafter for three days. In August, owing to the same cause, a portion of the line between miles 405 and 406 was flooded to a depth of two feet. The line was slewed 4 feet and through communication restored.

On the *Jodhpur-Bikaner railway*, heavy rain considerably damaged the line between Luni Junction and Bhachbhar (miles 44 and 180), resulting in the through communication with Sind being interrupted for four days. In August, owing to a heavy flood in the Khari, Guiya and Luni rivers which continued for four days, all coaching traffic intended for despatch *viâ* Marwar railway junction was diverted *viâ* Phulera and Kuchaman Road.

On the *Southern Mahratta railway*, owing to heavy rain in August, a bridge at mile 14 was washed away, and the through running of trains was interrupted for about a week.

Railway staff.

19. The total number in railway employ at the close of the year was 516,756, of which 7,180 were Europeans, 9,982 Eurasians and 499,594 Natives. Of the Europeans and Eurasians 13,816 were enrolled as volunteers.

20. It was found necessary to raise the pay of several classes of railway employés during the year, owing to the increase in the cost of living and the greater demand that now exists for trained employés and skilled labour.

21. Some minor alterations in the Provident Fund Rules in the direction of rendering them more suitable to meet certain contingencies were introduced on various lines.

22. The use of railway schools continued to be appreciated, and at the close of 1907 there were 7,140 children and 11,678 apprentices and workmen.

Railway surveys.

23. The following surveys were completed during 1907 :—

By the *Bombay, Baroda and Central India railway*, from Bharatpur to Agra, about 33 miles, both for a mixed (5′ 6″ and 3′ 3⅜″) and a separate 5′ 6″ gauge track.

In connection with the *Eastern Bengal State railway*, the survey, on the 3′ 3⅜″ gauge of a line from mile 85·8 of the Katihar-Godagari railway near Nachoul *viâ* Rampur Boalia to Abdulpur on the Northern section, 50·50 miles.

By the *East Indian railway*, on the 5′ 6″ gauge, (1) from Phaphund to Auriya, 12·69 miles, and (2) the preliminary survey for a line from Sainthia to Berhanpur, about 40 miles.

By the *Great Indian Peninsula railway*, on the 5′ 6″ gauge, (1) from Amraoti *viâ* Morsi to Sonnair, 98·06 miles, (2) from Borkhedi to Hinganghat, 26·06 miles, (3) from Cawnpore to Khairada (7 miles west of Banda), 75·92 miles, (4) from Karwi to Rajapur, 18·84 miles by the direct route and 21·21 miles by the alternative route and (5) a reconnaissance survey from Bir to Bhopal, 102 miles; also (6), on both the 2′ 6″ and 5′ 6″ gauges, from Sumerpur on (3) *viâ* Rath to Belatal, 64·55 miles.

By the *Madras railway*, on the 5′ 6″ gauge, for the realignment of the south-west line from mile 198·06 to mile 211·74 through the town of Salem.

By the *Nizam's Guaranteed State railways*, on the 3′ 3⅜″ gauge, a reconnaissance survey from Nanded to the Paingunga river, 69·55 miles.

By the *North Western State railway*, on the 5′ 6″ gauge, (1) the Jullundur Doab group railways comprising a line from Hoshiarpur *viâ* Jullundur, Kapurthala, Sultanpur, Nur Mahal, Phagwara to Nawa Shahr with branches to Garh Shankar and Rahon, 124·27 miles, (2) from Patti to Kasur, 27·46 miles, (3) for doubling the line between Amritsar and Saharanpur excluding the Beas, Sutlej and Jumna bridges, 195·55 miles, (4) from Dhak to Katha, 11·04 miles; and (5), on the 2′ 6″ gauge, for an extension of the Kalka-Simla railway from its present terminus at Simla to the old Bullock train offices, about ½ a mile.

By the *Assam-Bengal railway*, reconnaissance surveys on the 3′ 3⅜″ gauge (1) from Bhairab Bazar to Dacca, 44 miles, and (2) from Bhairab Bazar to Tangi, 38 miles.

By the *Bengal and North-Western railway*, on the 3′ 3⅜″ gauge, (1) from Azamgarh to Goshainganj, 68·75 miles, (2) from Bansdih Road to Manir Ghat, 13 miles, (3) from Chupra to Mushrakh, 26·25 miles, (4) from Khagaria to Darbhanga, 62·31 miles, (5) from Muzaffarpur to Darbhanga, 38·38 miles, with a branch from Tewarah to Sitamarhi, 30·05 miles, and (6) from Shakarpura on (4) to Samastipur, 28·10 miles.

By the *Burma railways*, on the 3′ 3⅜″ gauge, (1) from Malagon to Dawbong on the Irrawaddy, 3·79 miles, (2) from Shwebo to Ye-u, 22·09 miles, and (3) from Myingyan to Natogyi, 18·75 miles.

In connection with railways in Burma surveys were also carried out of lines on the 3′ 3⅜″ gauge (1) from Buthidaung to Maungdaw, 16·91 miles, and (2) from Moulmein to Myawaddy, 76·20 miles.

By the *Jodhpur-Bikaner railway*, from Degana to Hissar, 197·19 miles, on the 3′ 3⅜″ gauge.

By the *Rohilkund and Kumaon railway*, (1) from Pilibhit to Shahjahanpur, 56·72 miles, on the 3′ 3⅜″ gauge, and (2) from Shahjahanpur to Carewganj, 13·68 miles, on the 2′ 6″ gauge.

By the *South Indian railway*, (1) from Rameswaram to Danishkodi, 11·30 miles, and (2) from Trichinopoly to Panruti, 93·39 miles, both on the 3′ 3⅜″ gauge.

By the *Southern Mahratta railway*, (1) a reconnaissance survey from Dodbele to the Kolar Gold-Fields, 72½ miles, and (2) from Ramanamalai to Kunnivehalli, 8 miles, both on the 3′ 3⅜″ gauge.

24. The following surveys were in progress :—

By the *Bengal-Nagpur railway*, (1) from Amda to Gurumaishini, 48 miles, on the 5′ 6″ gauge ; (2) from Mandla to Mungeli, about 85 miles, and (3) from Nagpur to Chhindwara, 80 miles, both on the 2′ 6″ gauge ; and (4) a re-survey, on the 5′ 6″ gauge, of the Vizianagram-Parbatipur section, 49 miles, of the Vizianagram-Raipur railway.

By the *Great Indian Peninsula railway*, on the 5′ 6″ gauge, (1) from Amla to Hardagarh, 30 miles, (2) from Nagpur to Katol, 37 miles, and (3) the realignment of the Nagpur-Itarsi line between Katol and Bailana ; on the 2′ or 2′ 6″ gauge, (4) from Kalyan *viâ* Belapur and Panwel to Karjat, 47 miles, and (5) a reconnaissance survey from Chowk *viâ* Pen to Nagothna, 37 miles.

By the *North Western State railway*, (1) from Kasur *viâ* Haveli and Pakpattan to Lodhran, 210 miles, on the 5′ 6″ gauge, and (2) from Mundra to Basal, 100 miles, on the 2′ 6″ gauge.

By the *Oudh and Rohilkhand State railway*, on the 5′ 6″ gauge, (1) from Phaphamau *viâ* Mustafabad to Rae Bareli, 69 miles, (2) from Mustafabad to Unao or Cawnpore bridge, 69 miles, and (3) from Rae Bareli to Dalmau, 14 miles.

By the *Bengal and North-Western railway*, on the 3′ 3⅜″ gauge, from Partabganj to Bhimnagar, 13¾ miles.

By the *Barsi Light railway*, from Tadwale to Latur, 37 miles, on the 2′ 6″ gauge.

APPENDIX 1.

List of open lines of railway at the close of the calendar year 1907 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Number. Main Line.	Number. Branch, Siding, &c.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of railway, in miles, open on 31st December 1907, under several heads of classification.									Remarks.
							State lines worked by agency of		Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of			Lines in foreign territory.	
							State railway.	Company.				Native State itself.	Company.	State railway.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		A														
5	(b)	Agra-Delhi Chord.	A.D.C.	Great Indian Peninsula Ry. Co.	15-11-04	5′ 6″	...	125·99	...	...	...	...	...	...	...	
2	(a)	Ahmedabad-Dholka	A. D.	Bombay, Baroda and Central India Ry. Co.	23-2-03	3′ 3⅜″	...	...	...	33·50	...	...	...	...	...	Rebate lines.
2	(c)	Ahmedabad-Parantij.	A. P.		1-5-97	3′ 3⅜″	...	...	...	54·79	...	...	...	...	...	
9	(b)	Amritsar-Patti .	A. P. T.	North Western State Ry.	21-9-06	5′ 6″	...	...	...	27·49	...	...	...	...	...	
10	(a)	Assam-Bengal .	A. B.	Assam-Bengal Ry. Co.	1-7-95	3′ 3⅜″	...	775·28	...	...	...	...	...	...	...	Includes 4·44 miles Noakhali to Shaheb Ghatta temporarily closed for traffic.
6	(b)	Ashikal-Mangalore	A. M.	Madras Ry. Co. ...	21-9-06	5′ 6″	...	77·26	...	...	...	...	...	...	...	
		B														
23	(a)	Baraset-Basirhat Light.	B.B.L.	Baraset-Basirhat Light Ry. Co.	1-2-05	2′ 6″	...	...	...	26·06	...	...	...	...	...	Subsidized by District Board.
24	(a)	Barsi Light . .	B. L.	Barsi Light Ry. Co.	1-3-97	2′ 6″	...	...	...	78·50	...	...	...	...	...	Government land provided free.
21	(b)	Bellary-Bayadrug .	B. B.	Southern Mahratta Ry. Co.	1-7-05	3′ 3⅜″	...	33·35	...	...	...	...	...	...	...	
11	(a)	Bengal and North-Western.	B. & N.W.	Bengal and North-Western Ry. Co.	2-4-84	5′ 3⅜″	...	...	...	1,014·90	...	...	...	...	...	Government land provided free.
12	(a)	Bengal Dooars .	B. D.	Bengal Dooars Ry. Co.	15-1-89	5′ 3⅜″	...	...	...	36·40	...	...	...	...	...	Subsidized by District Board.
12	(b)	Bengal Dooars Extensions.	B. D. E.		20-4-00	5′ 3⅜″	...	...	...	116·56	...	...	...	...	...	Government land provided free.
1	(a)	Bengal-Nagpur .	B. N.	Bengal-Nagpur Ry. Co.	1880	5′ 6″	...	1,733·66	...	...	...	...	...	...	...	
7	(b)	Bezwada Extension	B. E.	Nizam's Guaranteed State Rys. Co.	10-2-89	5′ 6″	...	20·58	...	...	...	...	...	...	...	
13	(a)	Bhavnagar-Gondal-Junagad-Porbandar	B. G. J. P.	Bhavanagar Gondal-Junagad-Porbandar Ry.	20-12-80	5′ 3⅜″	...	...	...	...	...	334·19	...	...	...	Includes 5·23 miles of dock estate and quarry lines.
5	(c)	Bhopal-Itarsi (British section).	B. I.	Great Indian Peninsula Ry. Co.	1-6-83	5′ 6″	...	19·11	...	...	...	...	...	...	...	
		Bhopal-Itarsi (Native State section).			18-11-84	5′ 6″	...	...	...	...	...	...	44·28	...	...	
5	(d)	Bhopal-Ujjain .	B. U.		11-11-95	5′ 6″	...	...	...	...	...	...	113·27	...	...	
17	(b)	Bikaner, . .	J. B. B.	Jodhpur-Bikaner Ry.	9-12-91	3′ 3⅜″	...	...	...	...	...	245·35	...	...	...	
5	(c)	Bina-Goona-Baran.	B. G. B.	Great Indian Peninsula Ry. Co.	23-9-95	5′ 6″	...	...	...	...	...	...	145·63	...	...	
21	(c)	Birur-Shimoga. .	B. S. G.	Southern Mahratta Ry. Co.	1-12-99	3′ 3⅜″	...	...	...	...	...	...	37·92	...	...	
2	(a)	Bombay, Baroda and Central India.	B. B. & C.I.	Bombay, Baroda and Central India Ry. Co.	10-2-60	5′ 6″	...	504·35	...	...	...	...	...	...	...	Includes 39·23 miles of 3′3⅜″ gauge line between Viramgam and Wadhwan.
25	(a)	Bukhtiarpore-Behar Light.	B. B.	Bukhtiarpore-Behar Light Ry. Co.	1-7-03	2′ 6″	...	...	...	18·50	...	...	...	...	...	Subsidized by District Board.
14	(a)	Burma . . .	B.	Burma Rys. Co.	2-5-77	3′ 3⅜″	...	1,340·15	...	...	...	...	...	...	...	
14	(b)	Burma Extension .	B. E.		15-4-07	3′ 3⅜″	...	134·77	...	...	...	...	...	...	...	
		C														
9	(c)	Cawnpore-Barhwal (metre gauge link)	C. B. R.	Oudh and Rohilkhand State Ry.	24-11-96	3′ 3⅜″	79·60	...	...	...	...	...	...	...	...	Excludes 3·40 miles of the Lucknow-Bareilly railway between Aishbagh and Daliganj, worked over, but includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Barhwal and Bara Banki and 0·59 mile on the Cawnpore bridge of the Oudh and Rohilkhand State railway.
3	(d)	Cooch-Behar .	C. B.	Eastern Bengal State Ry.	15-9-93	3′ 6″	...	...	...	...	...	...	...	33·60	...	
26	(a)	Cutch . . .	C.	Cutch Ry.	18-5-05	2′ 6″	...	...	...	...	...	11·67	...	...	...	
		D														
8	(b)	Dandot Light .	D. L.	North Western State Ry.	5-7-89	2′ 0″	6·19	...	...	...	...	...	...	...	...	
33	(a)	Darjeeling-Himalayan.	D. H.	Darjeeling-Himalayan Ry. Co.	23-8-80	2′ 0″	...	...	...	51·00	...	...	...	...	...	Subsidized by the Local Government.
4	(b)	Delhi-Umballa-Kalka.	D. U. K.	East Indian Ry. Co.	1-3-91	5′ 6″	...	...	...	162·36	...	...	...	...	...	Subsidized by the Government of India.
15	(a)	Deoghur . .	D.	Deoghur Ry. Co. .	23-12-82	3′ 3⅜″	...	...	...	4·79	...	...	...	...	...	Government land provided free.
					Carried over .		85·79	4,758·70	...	1,624·76	...	591·21	341·19	33·60	...	

APPENDIX 1—*contd.*

List of open lines of railway at the close of the calendar year 1907 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Number. Main head.	Number. Sub-head.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of railway, in miles, open on 31st December 1907, under several heads of classification. State lines worked by agency of		Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of			Lines in foreign territory.	Remarks.
							State railway.	Company.				Native State itself.	Company.	State railway.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		D—*concld.*			Brought	forward	65·78	4,758·70	....	1,824·76	...	591·21	341·10	33·60	...	
13	(b)	Dharangadra .	D.H.R.	Bhavnagar-Gondal-Junagad-Porbandar Ry.	1-6-98	3′ 3½″	...	...	...	...	...	20·83	...	....	...	
16	(a)	Dibru-Sadiya .	D. S.	Assam Railways and Trading Co.	Aug. 82	3′ 3½″	...	...	....	77·50	...	...	...	...	...	Subsidized by Local Government.
		E														
		Eastern Bengal State—														
		Behar, Kaunia-Dhubri and Northern sections.			28-8-77	3′ 3½″	625·19	...	...	...	...	...	...	...	...	
2	(b)	British section, Santrabari extension and Ranaghat-Krishnagar and Teesta-Kurigram branches.	E.B.S.M.	Eastern Bengal State Ry.	16-7-61	2′ 6″	55·03	...	...	...	...	...	...	...	...	
		Dacca section .			4-1-85	3′ 3½″	86·92	...	...	...	...	...	...	...	...	
3	(a)	Central, Eastern and Southern sections.	E.B.S.		2-1-62	5′ 6″	507·27	...	...	...	...	...	...	...	...	
4	(a)	East Indian .	E. I.	East Indian Ry. Co.	15-8-54	5′ 6″	...	2,208·29	...	...	...	...	...	...	...	
		G														
2	(c)	Gaekwar's Dabhoi	G. D.	Bombay, Baroda and Central India Ry. Co.	8-4-73	2′ 6″	...	...	...	...	...	...	94·48	...	...	
2	(j)	Gaekwar's Mehsana	G. M.		21-3-87	3′ 3½″	...	...	...	...	...	...	93·63	...	...	
2	(b)	Godhra-Rutlam-Nagda.	G. B. N.		16-1-93	5′ 6″	...	141·14	...	...	...	...	...	...	...	
5	(a)	Great Indian Peninsula.	G. I. P.	Great Indian Peninsula Ry. Co.	18-4-53	5′ 6″	...	1,561·63	...	...	...	...	...	...	...	
21	(d)	Guntakal-Mysore Frontier.	G. M. F.	Southern Mahratta Ry. Co.	1-3-92	3′ 3½″	...	119·50	...	...	...	...	...	...	...	
3	(g)	Gwalior Light .	G. L.	Great Indian Peninsula Ry. Co.	2-12-99	2′ 0″	...	...	...	...	...	...	183·53	...	...	
		H														
9	(b)	Hardwar-Dehra .	H. D.	Oudh and Rohilkhand State Ry.	1-3-00	5′ 6″	...	...	32·04	...	...	...	...	...	...	Guaranteed under modern contract.
21	(e)	Hindupur (Yesvantpur-Mysore Frontier).	H.	Southern Mahratta Ry. Co.	15-12-93	3′ 3½″	...	...	...	...	...	...	51·35	...	...	
21	(f)	Hospet-Kottur .	H. K.		1-4-05	3′ 3½″	...	48·03	...	...	...	...	...	...	...	
24	(a)	Howrah-Amta Light.	H. A.	Howrah-Amta Light Ry. Co.	1-7-97	2′ 0″	...	...	...	37·19	...	...	...	...	...	Subsidized by District Board.
25	(a)	Howrah-Sheakhala Light.	H. S.	Howrah-Sheakhala Light Ry. Co.	2-8-97	2′ 0″	...	...	...	19·75	...	...	...	...	...	
7	(c)	Hyderabad-Godavari Valley.	H. G. V.	Nizam's Guaranteed State Rys. Co.	21-10-99	3′ 3½″	...	...	...	...	...	...	361·13	...	...	Includes 5·82 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Hyderabad and Secunderabad over which the Nizam's Guaranteed State railway trains also work.
		I														
5	(f)	Indian Midland .	I. M.	Great Indian Peninsula Ry. Co.	10-1-78	5′ 6″	...	809·85	...	...	...	...	...	...	...	
					Carried over		1,359·39	9,647·14	32·04	1,759·20	...	612·04	1,154·23	33·60	...	

APPENDIX 1—*contd.*

List of open lines of railway at the close of the calendar year 1907 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Numbers. Main head.	Numbers. Sub-head.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Lengths of railway, in miles, open on 31st December 1907, under several heads of classification. State lines worked by agency of: State railway.	State lines worked by agency of: Company.	Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of: Native State itself.	Lines owned by Native States and worked by agency of: Company.	Lines owned by Native States and worked by agency of: State railway.	Lines in foreign territory.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
					Brought	forward	1,350·39	9,647·14	32·04	1,759·20	...	612·04	1,154·22	33·60	...	
		J														
2	(k)	Jaipur (Siwai Madhopur).	J. S. M.	Bombay, Baroda and Central India Ry. Co.	10-11-05	3′ 3½″	...	...	...	...	...	...	72·84	...	...	
8	(c)	Jammu and Kashmir (Native State section).	J. K.	North Western State Ry.	15-3-90	5′ 6″	...	...	...	...	...	...	...	15·98	...	The British section of this railway forms an integral portion of the North Western State railway.
13	(c)	Jamnagar . .	J. N.	Bhavnagar-Gondal-Junagad-Porbandar Ry.	8-4-97	3′ 3½″	...	...	...	...	...	54·23	...	...	...	Includes 3·93 miles of dock estate lines.
13	(d)	Jetalsar-Rajkot .	J. R.		12-4-98	3′ 3½″	...	...	...	...	...	46·21	...	...	...	
17	(a)	Jodhpur . .	J. B.	Jodhpur-Bikaner Ry.	24-6-62	3′ 3½″	...	...	...	...	...	468·89	...	...	...	
17	(c)	Jodhpur-Hyderabad (British section).	J. H.		18-8-92	3′ 3½″	...	123·98	...	...	...	...	...	...	...	Worked by the Jodhpur-Bikaner railway. The Native State section of this railway forms an integral portion of the Jodhpur railway.
36	(a)	Jorhat . . .	J.	Jorhat Ry. . .	15-12-84	2′ 0″	31·75	...	...	...	...	...	...	...	...	
1	(b)	Jubbulpore-Gondia Extension.	J. G. E.	Bengal-Nagpur Ry. Co.	18-4-08	2′ 6″	...	250·10	...	...	...	...	...	...	...	
		K														
8	(h)	Kalka-Simla .	K. S.	North-Western State Ry.	9-11-03	2′ 6″	59·44	...	...	...	...	...	...	...	...	
20	(b)	Karaikkal-Peralam	K. P.	South Indian Ry. Co.	14-3-98	3′ 3½″	...	...	...	...	...	...	...	...	14·65	
9	(f)	Khushalgarh-Kohat-Thal.	K. K. T.	North Western State Ry.	25-5-02	2′ 6″	21·73	...	...	...	...	...	...	...	...	
6	(e)	Kolar Gold-fields .	K. G.	Madras Ry. Co. .	1-6-04	5′ 6″	...	...	...	...	...	...	9·88	...	...	
21	(g)	Kolhapur . .	K. L.	Southern Mahratta Ry. Co.	21-4-91	3′ 3½″	...	...	...	...	...	...	20·27	...	...	
		L														
16	(b)	Ledo and Tikak-Margherita Colliery.	L. T.	Assam Railways and Trading Co.	17-2-84	3′ 3½″	...	...	...	...	8·50	...	...	...	...	
19	(b)	Lucknow-Bareilly .	L. B.	Rohilkund and Kumaon Ry. Co.	12-10-84	3′ 3½″	...	237·04	...	...	...	...	...	...	...	
9	(d)	Ludhiana-Dhuri-Jakhal.	L. D. J.	North Western State Ry.	10-4-01	5′ 6″	...	...	...	...	...	...	...	73·05	...	
		M														
6	(a)	Madras . .	M.	Madras Ry. Co.	1-7-56	5′ 6″	...	...	905·02	...	...	...	...	...	...	Guaranteed under old contract.
6	(d)	Madras (North-East line).	M. N. E.		20-2-93	5′ 6″	...	498·03	...	...	...	...	...	...	...	Includes 1·99 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bezwada and Kistna Block hut and 1·09 miles of 3′ 3½″ gauge line between Kistna Block hut and Tadepalli.
5	(h)	Matheran . .	M. T. H.	Great Indian Peninsula Ry. Co.	23-3-07	2′ 0″	...	...	...	12·61	...	...	...	...	...	Government land provided free.
6	(g)	Morappur-Dharmapuri.	M. D.	Madras Ry. Co. ...	18-1-06	2′ 6″	...	18·53	...	...	...	...	...	...	...	
16	(a)	Morvi . .	M. R. W.	Morvi Ry.. .	11-3-86 24-3-87	3′ 3½″ 2′ 6″	...	...	...	...	...	73·94 20·70	...	...	...	
1	(c)	Mourbhanj . .	M. B.	Bengal-Nagpur Ry. Co.	20-1-05	2′ 6″	...	...	...	...	...	...	32·41	...	...	
3	(c)	Mymensingh-Jamalpur-Jagannathganj.	M. J. J.	Eastern Bengal State Ry.	15-10-98	3′ 3½″	...	...	...	53·90	...	...	...	...	...	Rebate line.
21	(h)	Mysore-Nanjangud	M. N.	Southern Mahratta Ry. Co.	1-12-91	3′ 3½″	...	...	...	...	...	...	15·80	...	...	
21	(e)	Mysore Section (Southern Mahratta).	M. S.		1-2-81	3′ 3½″	...	296·23	...	...	...	...	...	...	...	
		N														
2	(c)	Nagda-Muttra .	N. M.	Bombay, Baroda and Central India Ry. Co.	15-7-07	5′ 6″	...	101·00	...	...	...	...	...	...	...	
2	(d)	Nagda-Ujjain .	N. U.		15-7-96	5′ 6″	...	...	...	...	...	...	34·32	...	...	
4	(e)	Nilgiri . .	N.	Madras Ry. Co. .	15-6-99	3′ 3½″	...	16·99	...	...	...	...	...	...	...	
	(a)	Nizam's Guaranteed State.	N. G. S.	Nizam's Guaranteed State Rys. Co.	9-10-74	5′ 6″	...	...	...	...	...	...	330·13	...	...	Includes 5·63 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Hyderabad and Secunderabad over which the Hyderabad-Godavari Valley railway trains also work.
8	(c)	North Western State.	N. W.	North Western State Ry.	13-5-61	5′ 6″	3,423·47	...	...	...	...	...	...	...	...	Includes 5·63 miles of military line not used for public traffic and 23·28 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bhatinda and Kot Kapura, over which the Rajputana-Malwa railway trains also work.
8	(f)	Nowshera-Durgali.	N. D.		1-1-01	2′ 6″	40·25	...	...	...	...	...	...	...	...	
		O														
3	(a)	Oudh and Rohilkhand State.	O. & R.	Oudh and Rohilkhand State Ry.	23-4-67	5′ 6″	1233·23	...	...	...	...	...	...	...	...	Includes 16·79 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Burhwal and Bara Banki and 0·59 mile on the Cawnpore bridge and 1·81 miles of 3′ 3½″ gauge, between the Oudh and Rohilkhand State railway cantonment and the Bengal and North-Western railway city station at Benares.
					Carried over .		6,229·26	11,189·03	937·06	1,825·71	8·50	1,271·00	1,678·87	122·23	14·65	

APPENDIX 1—*concld.*

List of open lines of railway at the close of the calendar year 1907 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

Number. Main head.	Number. Sub-head.	Name of railway.	Letters used to denote names of railways.	Railway administration by which worked.	Date of first opening of any portion for traffic.	Gauge.	Length of railway, in miles, open on 31st December 1907, under several heads of classification. State lines worked by agency of: State railway.	State lines worked by agency of: Company.	Guaranteed railway.	Assisted railway.	Unassisted railway.	Lines owned by Native States and worked by agency of: Native State itself.	Lines owned by Native States and worked by agency of: Company.	Lines owned by Native States and worked by agency of: State railway.	Lines in foreign territory.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
					Brought forward		6,229·26	11,189·03	937·06	1,825·71	8·50	1,271·00	1,678·97	128·23	14·65	
		P														
2	(*l*)	Palanpur-Deesa .	P. D.	Bombay, Baroda and Central India Ry. Co.	8-11-93	3′ 3½″	...	17·28	...	...	...	...	...	...	...	This line is the joint property of Government and the Palanpur Darbar.
1	(*d*)	Parlakimedi Light	P.L.L.	Bengal-Nagpur Ry. Co.	1-4-00	2′ 6″	...	...	...	...	...	...	24·62	...	...	
3	(*e*)	Petlad-Cambay (Anand-Tarapur section).	P.C.A.	Bombay, Baroda and Central India Ry. Co.	5-5-90	5′ 6″	...	...	...	...	...	...	21·50	...	...	
3	(*f*)	Petlad-Cambay (Tarapur-Cambay section).	P.C.T.		20-6-01	5′ 6″	...	...	...	...	...	...	12·30	...	...	
20	(*c*)	Pondicherry . .	P.	South Indian Ry. Co.	15-12-79	3′ 3½″	...	...	...	...	...	...	...	...	7·85	
19	(*c*)	Powayan Light .	P.W.L.	Rohilkund and Kumaon Ry. Co.	17-6-90	2′ 6″	...	...	...	39·50	...	...	...	...	...	Government land provided free.
1	(*c*)	Purulia-Ranchi .	P. R.	Bengal-Nagpur Ry. Co.	15-11-07	2′ 6″	...	72·45	...	...	...	...	...	...	...	
		R														
3	(*f*)	Raipur-Dhamtari .	R. D.	Bengal-Nagpur Ry. Co.	10-9-00	2′ 6″	...	56·94	...	...	...	...	...	...	...	
2	(*p*)	Rajpipla . .	R.	Bombay, Baroda and Central India Ry. Co.	1-7-97	2′ 6″	...	...	...	...	...	...	37·37	...	...	
8	(*c*)	Rajpura-Bhatinda	R. B.	North Western State Ry.	1-11-84	5′ 6″	...	...	...	...	...	...	...	107·05	...	
2	(*m*)	Rajputana-Malwa .	R. M.	Bombay, Baroda and Central India Ry. Co.	14-2-73	3′ 3½″	...	1,778·06	...	...	...	...	...	...	...	Includes 2·10 miles at Ujjain, and 3·07 miles between Idgah (Agra) and Jumna bridge (Agra) stations laid on the 5′ 6″ gauge and 26·38 miles of mixed (5′ 6″ and 3′ 3½″) gauge line between Bhatinda and Kot Kapura over which the North Western State railway trains also work.
19	(*a*)	Rohilkund and Kumaon.	R. & K.	Rohilkund and Kumaon Ry. Co.	12-10-84	3′ 3½′	...	...	...	170·87	...	...	...	...	...	Subsidized by the Government of India.
		S														
21	(*j*)	Sangli . . .	S.	Southern Mahratta Ry. Co.	1-4-07	3′ 3½″	...	...	...	...	...	...	4·90	...	...	
29	(*a*)	Shahdara (Delhi)-Saharanpur Light.	S. S.	Shahdara (Delhi)-Saharanpur Light Ry. Co.	7-5-07	2′ 6″	...	...	...	93·02	...	...	...	...	...	Government land provided free.
6	(*f*)	Shoranur-Cochin .	S. C.	Madras Ry. Co. .	2-6-02	3′ 3½″	...	...	...	...	...	...	54·75	...	...	
4	(*c*)	South Behar . .	S. B.	East Indian Ry. Co.	5-7-99	5′ 6″	...	...	...	78·76	...	...	...	...	...	Leased line.
20	(*a*)	South Indian .	S. I.	South Indian Ry. Co.	15-7-61	3′ 3½″	...	1,129·95	...	...	...	...	...	...	...	
21	(*a*)	Southern Mahratta	S. M.	Southern Mahratta Ry. Co.	24-3-84	3′ 3½″	...	1,042·91	...	...	...	...	...	...	...	
8	(*f*)	Southern Punjab .	S. P.	North Western State Ry.	10-11-97	5′ 6″	...	...	...	423·75	...	...	...	...	...	Rebate line.
8	(*g*)	Southern Punjab "Ludhiana" Extension.	S. P. E.		10-6-05	5′ 6″	...	...	...	153·04	...	...	...	...	...	
		T														
20	(*d*)	Tanjore District Board.	T. D. B.	South Indian Ry. Co.	2-4-94	3′ 3½″	...	...	...	103·36	...	...	...	...	...	
2	(*g*)	Tapti Valley .	T. V.	Bombay, Baroda and Central India Ry. Co.	1-12-98	5′ 6″	...	...	...	155·48	...	...	...	...	...	Rebate line.
30	(*a*)	Tarakeshwar-Magra Light.	B. P.	Bengal Provincial Ry. Co.	7-11-94	2′ 6″	...	...	...	...	33·27	...	...	...	...	
4	(*d*)	Tarkessur .	T.	East Indian Ry. Co.	1-1-85	5′ 6″	...	...	...	22·23	...	...	...	...	...	Government land provided free.
31	(*a*)	Tezpore-Balipara Light.	T. B.	Tezpore-Balipara Light Ry. Co.	9-8-04	2′ 6″	...	...	...	20·10	...	...	...	...	...	Subsidized by District Board.
20	(*e*)	Tinnevelly-Quilon (Travancore) (British section).	T. Q. B.	South Indian Ry. Co.	1-6-02	3′ 3½″	...	50·48	...	...	...	...	...	...	...	
20	(*f*)	Tinnevelly-Quilon (Travancore) (Native State section)	T. Q. N.		1-8-03	3′ 3½″	...	...	...	...	...	...	57·98	...	...	
11	(*b*)	Tirhoot State .	T. S.	Bengal and North-Western Ry. Co.	1-11-75	3′ 3½″	...	763·54	...	...	...	...	...	...	...	
6	(*h*)	Tiruppattur-Krishnagiri.	T. K.	Madras Ry. Co.	18-9-05	2′ 6″	...	25·38	...	...	...	...	...	...	...	
		U														
22	(*a*)	Udaipur-Chitor .	U. C.	Udaipur-Chitor Ry.	1-8-05	3′ 3½″	...	...	...	...	...	67·30	...	...	...	
		V														
2	(*n*)	Vijapur-Kalol-Kadi	V. K. K.	Bombay, Baroda and Central India Ry. Co.	10-6-02	3′ 3½″	...	...	...	...	...	...	41·37	...	...	
		W														
21	(*k*)	West of India Portuguese.	W. I. P	Southern Mahratta Ry. Co.	17-1-87	3′ 3½″	...	...	...	...	...	...	...	...	51·10	
		Total mileage of railways open in India and Burma on the 31st December 1907.				5′ 6″	5,154·17	7,795·09	937·06	1,023·11	...	...	711·31	201·66	...	
						3′ 3½″	780·71	7,907·43	...	1,666·46	8·50	1,305·93	859·94	...	73·60	
						2′ 6″	216·45	423·40	...	275·68	33·27	82·37	188·88	33·60	...	
						2′ 0″	37·93	...	...	120·55	...	...	183·53	...	...	
						Total..	6,229·26	16,125·92	937·06	3,084·82	41·77	1,388·30	1,943·66	235·28	73·60	

APPENDIX 2.

Mileage added to the railway system of India during the calendar year 1907 and the following three months.

Number.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added during 1907.	Date of opening for traffic.	Additions, in miles, made to open mileage during 1907.							
						Length.				Total mileage added to railway administration.			
Main head.	Sub-head.					5′ 6″	3′ 3¾″	2′ 6″	2′ 0″	5′ 6″	3′ 3¾″	2′ 6″	2′ 0″
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
				Bhojudih to Gomoh ...	1st January 1907.	25·64	...	...	...				
	(a)		Bengal-Nagpur.	Kamptee to Wagoli ...	9th June 1907	7·00	...	...	...				
				Wagoli to Ramtek ...	26th September 1907.	7·74	...	...	...				
1	(b)	Bengal-Nagpur.	Jubbulpore-Gondia Extension.	Khirsadoh to Barkuhi ...	21st March 1907	...	...	5·05	...				
	(c)		Purulia-Ranchi	Purulia to Ranchi ...	15th November 1907.	...	...	72·45	...	40·38	...	77·50	...
	(c)		Nagda-Muttra	Nagda to Morak ...	15th July 1907.	101·00	...	...	...				
2	(k)	Bombay, Baroda and Central India.	Jaipur (Siwai Madhopur).	Nawai to Siwai Madhopur	17th October 1907.	...	40·66	...	...	101·00	40·66	...	...
				Durgapur to Rajbari ...	1st July 1907	4·51	...	...	...				
3	(a)	Eastern Bengal State.	Eastern Bengal State.	Lalgola to Lalgola Ghat ...	15th July 1907	2·75	...	...	...				
				Tiljala to Kakurgachi Road	1st February 1907.	2 26	...	...	...	9·52	...	...	...
				Jumna Bridge (Agra) to Agra City.	15th October 1907.	1·75	...	...	...				
4	(a)	East Indian ...	East Indian	Khurja to Bulandshahr ...	7th February 1907.	14·00	...	...	...				
				Bulandshahr to Hapur ...	15th April 1907	25·54	...	...	...	41·29	...	...	...
5	(h)	Great Indian Peninsula.	Matheran ...	Neral to Matheran ...	22nd March 1907.	...	...	...	12 61	...	...	...	12·61
	(a)		Madras ...	Basin Bridge to Washermenpet.	15th March 1907	1·01	...	...	...				
6	(b)	Madras ...	Ashikal-Mangalore.	Kumbla to Mangalore ...	3rd July 1907	20·91	...	...	...				
	(d)		Madras (North East line.)	Basin Bridge to Korukkupettai.	15th March 1907.	0·85	...	...	...	22·77	...	...	...
8	(a)	North Western State.	North Western State.	Sangla Hill to Shahdara (near Lahore).	10th April 1907	55·57	...	...	...	55·57	...	...	...
9	(a)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	Mariahu to Zafarabad ...	1st January 1907.	10·67	...	...	...	10·67	...	...	...
				Daronda to Maharajgunj...	1st April 1907	...	3·90	...	...				
	(a)		Bengal and North Western.	Gorakhpur to Chhitauni Ghat.	7th February 1907.	...	60·17	...	...				
				Savan to Thawe ...	1st April 1907	...	17·82	...	...				
11		Bengal and North-Western.		Bairagnia to Narkatiaganj	20th December 1907.	...	56·62	...	...				
				Mansi to Makhana Bazar...	15th December 1907.	...	16·04	...	...				
	(b)		Tirhoot ...	Makhana Bazar to Bhaptiahi	1st March 1907	...	44 33	...	...				
				Narkatiaganj to Bagaha Ghat.	1st May 1907...	...	26·24	...	...	...	225·12	...	...
				Henzada to Danbi ...	15th April 1907	...	13·50	...	...				
				Pegu to the Sittang River	15th April 1907	...	31·50	...	...				
14	(b)	Burma ...	Burma Extensions.	Sittang River to Kyaikto...	15th August 1907.	...	15·00	...	...				
				Kyaikto to Kawkadut ...	14th September 1907.	...	11·27	...	...				
				Kawkadut to Martaban ...	25th September 1907.	...	63·50	...	...	...	134·77	...	...
19	(a)	Rohilkund and Kumaon.	Rohilkund and Kumaon.	Lalkua to Ramnagar ...	20th April 1907	...	53.00	...	...	...	53·00	...	...
	(a)		Southern Mahratta.	Branch to connect with the Sangli Railway.	1st April 1907	...	0·87	...	...				
21	(b)	Southern Mahratta.	Sangli ...	Miraj to Sangli ...	1st April 1907	...	4·90	...	...	...	5·77	...	...
29	(a)	Shahdara(Delhi)-Saharanpur Light.	Shahdara (Delhi)-Saharanpur Light.	Delhi Shahdara to Shamli	7th May 1907...	...	...	54·64	...				
				Shamli to Saharanpur ...	15th October 1907.	...	...	38·38	...	...	...	93·02	...
					Total mileage added during 1907 ...					281·20	459·32	170·52	12·61

APPENDIX 2—*concld.*

Mileage added to the railway system of India during the calendar year 1907 and the following three months.

Number.		Railway administration to which railway has been added.	Name of owning railway.	Section of line added during 1907.	Date of opening for traffic.	Additions, in miles, made to open mileage during the first quarter of 1908.							
						Length.				Total mileage added to railway administration.			
Main head.	Sub-head.					5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	5′ 6″	5′ 3⅜″	2′ 6″	2′ 0″
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
MILEAGE ADDED FROM 1st JANUARY TO THE 31st MARCH 1908.													
3	(c)	Bombay, Baroda and Central India.	Nagda-Muttra	Morak to Kotah ...	28th February 1908.	35·12	...	...	...	35·12	...	...	...
5	(a)	Great Indian Peninsula.	Great Indian Peninsula.	Warora to Balharshah ...	1st February 1908.	37·59	...	...	...	37·59	...	...	...
8	(a)	North Western State.	North Western State.	Khushalgarh Bridge and approaches.	5th January 1908.	3·66	...	...	...	3·66	...	...	...
11	(a)	Bengal and North-Western.	Bengal and North-Western.	Pile Bridge at Bagaha and approaches.	15th February 1908.	...	1·42	...	...				
	(b)		Tirhoot ...	Saharsa to Budham G at...	15th March 1908.	...	18·61	...	...	...	20·09	...	...
19	(a)	Rohilkund and Kumaon.	Rohilkund and Kumaon.	Moradabad to Kashipur ...	11th January 1908.	...	31·12	...	...	...	31·12	...	...
21	(l)	Southern Mahratta.	Bezwada-Masulipatam.	Bezwada to Masulipatam...	4th February 1908.	...	49·47	...	...	...	49·47	...	...
27	(a)	Dholpur-Bari	Dholpur-Bari	Dholpur to Bari ...	24th February 1908.	...	...	19·56	...	...	...	19·56	...
				Total mileage added from 1st January to the 31st March 1908 ...						76·37	100·68	19·56	...
				Grand total mileage open on the 31st March 1908 ...						15,297·79	12,713·27	1,253·21	342·01

APPENDIX 3.

Total railway mileage opened for traffic during, and at the end of, each year, and the total mileage opened during the Viceroyalty of each Governor General.

Calendar year.	Net mileage added during the year.	Total mileage open for traffic at close of the year.	Total mileage opened during Viceroyalty.	Viceroys.
1853	20	20	169	Marquis of Dalhousie.
1854	51	71		
1855	98	169		
1856	103	272	1,418	Earl Canning.
1857	15	287		
1858	140	427		
1859	198	625		
1860	213	838		
1861	749	1,587		
1862	746	2,333	920	Earl of Elgin.
1863	174	2,507		
1864	451	2,958	1,501	Lord Lawrence.
1865	405	3,363		
1866	200	3,563		
1867	366	3,929		
1868	79	4,008		
1869	247	4,255	1,066	Earl of Mayo.
1870	516	4,771		
1871	303	5,074		
1872	295	5,369	1,467	Lord Northbrook.
1873	328	5,697		
1874	529	6,226		
1875	315	6,541		
1876	319	6,860	2,621	Lord Lytton.
1877	460	7,320		
1878	899	8,219		
1879	275	8,494		
1880	668	9,162		
1881	728	9,890	2,469	Marquis of Ripon.
1882	259	10,149		
1883	309	10,458		
1884	1,173	11,631		
1885	652	12,283	2,945	Earl of Dufferin and Ava.
1886	609	12,892		
1887	1,211	14,103		
1888	473	14,576		
1889	1,311	15,887	3,928	Marquis of Lansdowne.
1890	514	16,401		
1891	907	17,308		
1892	507	17,815		
1893	689	18,504		
1894	396	18,900	3,536	Earl of Elgin.
1895	647	19,547		
1896	707	20,254		
1897	861	21,115		
1898	925	22,040		
1899	1,483	23,523	6,255	Lord Curzon.
1900	1,229	24,752		
1901	611	25,363		
1902	568	25,931		
1903	1,025	26,956		
1904	609	27,565		
1905	730	28,295		
1906	802	29,097	1,715	Earl of Minto.
1907	913	30,010		

APPENDIX 4.

Mileage under construction or sanctioned at the close of the calendar year 1907, with additions to the 31st March 1908.

Number.		Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed.				Remarks.
Main head.	Sub-head.						5' 6"	3' 3⅜"	2' 6"	2' 0"	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
					Bhojudih to Parthadihi.	1st November 1901.	2·23	...	...	...	Work stopped.
					Branch line near Khanoodih.	...	1·97	...	...	...	Work commenced.
	(a)		Bengal-Nagpur	State line worked by company.	Kandri branch ...	13th August 1906.	2·53	...	...	...	Work commenced.
					Vizianagram to Raipur.	26th January 1906.	310·62	...	...	...	Work commenced on the Vizianagram-Parbatipur section, 52 miles only.
					Sini to Gurumaishini	19th October 1906.	44·00	...	...	...	Commencement of work not authorized.
1	(b)	Bengal-Nagpur.	Jubbulpore-Gondia Extension.	State line worked by company.	Khirsadoh to Sirgora.	24th June 1904.	...	...	8·43	...	In abeyance.
					Nainpur to Mandla	23rd January 1901.	...	...	26·32	...	Work commenced.
					Gondia to Chanda	26th August 1904.	...	...	148·65	...	Work commenced.
	(g)		Gondia-Chanda Extension.	State line worked by company.	Nagbhir to Nagpur	26th August 1904.	...	...	63·75	...	Work commenced.
						Total ...	361·40	...	247·15	...	
					Crossing of the Chambal river to Muttra.	1st August 1905.	199·07	...	...	...	Work commenced.
	(c)		Nagda-Muttra	State line worked by Company.	Morak to the crossing of the Chambal river.	29th November 1904.	40·40	...	...	...	Portion since opened.
2		Bombay, Baroda and Central India.			Chanasma to Bechraji.	15th July 1905	...	16·74	...	...	Work commenced.
	(f)		Gaekwar's Mehsana.	Native State line worked by company.	Kheralu to Dabhora	16th June 1906	...	7·73	...	...	Work commenced.
					Mamund Road to Harij.	15th July 1905	...	21·37	...	...	Work commenced.
	(g)		Kosamba-Zankavav.	Native State line worked by company.	Kosamba to Zankavav.	18th October 1907.	...	...	26·44	...	Not commenced.
						Total ...	239·47	45·84	26·44	...	
					Forbesganj to the Nepal Frontier.	27th June 1905.	...	7·40	...	...	Work commenced.
3	(b)	Eastern Bengal State.	Eastern Bengal State.	State line worked by the State.	Katihar to Godagari.	5th February 1904.	...	104·93	...	...	Work commenced.
					Kokrajhar to the Brahmaputra river opposite Gauhati.	31st October 1902.	...	112·93	...	...	Work commenced.
						Total ...	...	225·26	...	...	
					Barharwa to Katwa	5th March 1906.	99·14	...	...	...	Work commenced.
					Bhagalpur to Bansi	28th February 1905.	31·04	...	...	...	Work suspended.
					Borachuk to Sodepore.	14th July 1905.	4·50	...	...	...	Not commenced.
					Chord line between the East Indian and Oudh and Rohilkhand State Railways near Moghal Sarai.	30th November 1905.	1·19	...	...	...	Not commenced.
4	(a)	East Indian ...	East Indian ...	State line worked by company.	Ghat line to Dhulian.	5th March 1906.	1·06	...	...	...	Work commenced.
					Ghat line to Sajimpara.	5th March 1906.	2·50	...	...	...	Work commenced.
					Hooghly to Katwa	23rd June 1905.	65·20	...	...	...	Work suspended.
					Toposi to Baraboni.	18th September 1906.	9·31	...	...	...	Not commenced.
					Mile 170¼ from Howrah on the Jharia branch to Chandore.	17th March 1903.	4·16	...	...	...	Work abandoned.
						Total ...	218·10	...	...	...	
					Carried over ...	...	818·97	271·10	273·59	...	

APPENDIX 4—*contd.*

Mileage under construction or sanctioned at the close of the calendar year 1907, with additions to the 31st March 1908.

Number.		Railway administration by which being constructed.	Name of owning Railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed.				Remarks.
Main head.	Sub-head.						5′ 6″	3′ 3½″	2′ 6″	2′ 0″	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
					Brought forward ...	...	815·97	271·10	273·59	...	
					Kurla to Mazagaon	17th February 1905.	6·87	...	...	...	Work commenced.
	(a)		Great Indian Peninsula.	State line worked by company.	Mahim link ...	17th February 1905.	1·32	...	...	...	Work commenced.
					Warora to Balharshah.	22nd January 1904.	37·59	...	...	...	Since opened.
5		Great Indian Peninsula.									
	(g)		Gwalior Light	Native State line worked by company.	Sabalgarh to Shinpur.	9th February 1904.	...	...	...	66·39	Work commenced.
	(i)		Baran-Kotah...	State line worked by company.	Baran to Kotah ...	26th January 1906.	40·78	...	...	...	Work commenced.
						Total ...	86·56	...	...	66·39	
	(e)		Nilgiri ...	State line worked by company.	Coonoor to Ootacamund.	6th November 1903.	...	11·75	...	...	Work commenced.
6		Madras									
	(i)		Salem-Attur ...		Salem to Attur ...	16th September 1903.	36·06	...	...	...	Commencement of work not authorised.
						Total ...	36·06	11·75	...	...	
					Kacha Garhi to mile 22·40.	11th July 1905	22·40	...	...	...	Work commenced.
					Khushalgarh bridge and approaches.	...	3·66	...	...	...	Since opened.
	(a)		North Western State.	State line worked by the State.	Lodhran to Khanewal.	17th March 1906.	56·59	...	...	...	Work commenced.
					Shorkot Road to Chichoki.	24th July 1906.	130·65	...	...	...	Work commenced.
8		North Western State.									
	(l)		Jullundur-Kapurthala-Sultanpur (British section).	State line worked by the State.	Jullundur to the British Frontier.	7th August 1903.	...	...	6·80	...	Commencement of work not yet authorised and question of gauge not finally settled.
	(m)		Jullundur-Kapurthala-Sultanpur (Native State section).	Native State line worked by State Agency.	Sultanpur to the British Frontier.	7th August 1903.	...	...	22·02	...	
						Total ...	213·30	...	28·82	...	
					Balamau to Sitapur	23rd October 1906.	37·12	...	...	...	Commencement of work not authorised.
9	(a)	Oudh and Rohilkhand State.	Oudh and Rohilkhand State.	State line worked by the State.	Rosa to Sitapur	23rd October 1906.	51·36	...	...	...	Commencement of work not authorised.
						Total ...	88·48	...	...	...	
					Akhaura to Ashuganj.	22nd May 1905.	...	19·32	...	...	Work commenced.
10	(a)	Assam-Bengal	Assam-Bengal	State line worked by company.	Kalaura to the Khoosera river.	3rd March 1906.	...	16·00	...	...	Not commenced.
						Total ...	...	35·32	...	...	
					Benares to Jhoosi	4th December 1906.	...	72·58	...	...	Work commenced.
	(a)		Bengal and North-Western.	Assisted company receiving land only from Government.	Burhwal to Sitapur	26th October 1906.	...	59·79	...	...	Not commenced.
					Madho Singh to the Ganges river opposite Mirzapur.	18th September 1907.	...	10·80	...	...	Work commenced.
11		Bengal and North-Western.									
					Pile bridge at Bagaha and approaches.	...	...	1·48	...	...	Since opened.
					Bhagalpur Kachery to Bhagalpur.	17th January 1905.	...	0·79	...	...	Work commenced.
	(b)		Tirhoot State	State line worked by company.	Saharsa to Budhamghat.	23rd September 1903.	...	18·61	...	...	Since opened.
						Total ...	...	163·55	...	...	
					Carried over ...	...	1,243·37	481·72	302·41	66·39	

APPENDIX 4—*contd.*

Mileage under construction or sanctioned at the close of the calendar year 1907, with additions to the 31st March 1908.

Number.		Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed.				Remarks.
Main head.	Sub-head.						5′ 6″	3′ 3¾″	2′ 6″	2′ 0″	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
					Brought forward...	...	1,243·37	481·72	302·41	66·39	
14	(a)	Burma	Burma . .	State line worked by company.	Neikban to Begayet	1st June 1906.	...	66·25	...	...	Work suspended.
					Thamaing to Malagoan.	18th October 1905.	...	6·70	...	...	Not commenced.
	(b)		Burma Extensions.	State line worked by company.	Danbi to Kyangin	19th April 1904	...	52·16	...	...	Work commenced.
						Total ...	...	125·11	...	...	
16	(a)	Dibru-Sadiya	Dibru-Sadiya...	Assisted company, subsidized by Local Government.	Talap to Saikhoa Ghat.	11th May 1905.	...	8·52	...	...	Work commenced.
17	(a)	Jodhpur-Bikaner.	Jodhpur	Native State line worked by Native State.	Degana to Seyangarh.	4th September 1907.	...	61·33	...	...	Work commenced.
	(b)		Bikaner		Seyangarh to Hissar	4th September 1907.	...	135·68	...	...	Work commenced.
	(d)		Mirpur Khas-Jhudo.	Assisted company receiving land from Government.	Mirpur Khas to Jhudo.	28th December 1907.	...	48·00	...	...	Not commenced.
						Total ...	...	245·00	...	...	
19	(a)	Rohilkund and Kumaon.	Rohilkund and Kumaon.	Assisted company, subsidized by the Government of India.	Moradabad to Kashipur.	3rd July 1903	...	31·12	...	...	Since opened.
20	(a)	South Indian	South Indian	State line worked by company.	Portion of the Rameswaram extension.	16th September 1904.	...	3·02	...	...	Not commenced.
					Tangachimadam to Port Ampthill.	16th September 1904.	...	1·86	...	...	Constructed but not worked.
					Tirupachetti to Sivagunga.	21st April 1899.	...	9·00	...	...	Not commenced.
						Total .	...	13·88	...	...	
21	(l)	Southern Mahratta.	Bezwada-Masulipatam.	District Board's line	Bezwada to Masulipatam.	20th October 1905.	...	49·47	...	...	Since opened.
	(m)		Dhone-Kurnool.	State line worked by company.	Dhone to Kurnool.	3rd September 1906.	...	32·00	...	...	Work commenced.
						Total .	...	81·47	...	...	
23	a)	Baraset-Basirhat Light.	Baraset-Basirhat Light.	Assisted company, subsidized by District Board.	Basirhat to Hosanabad.	13th September 1907.	...	...	8·50	...	Work commenced.
26	(a)	Cutch . .	Cutch . .	Native State line worked by Native State.	Anjar to Bhuj ...	29th May 1905	...	...	25·30	...	Work commenced.
27	(a)	Dholpur-Bari	Dholpur-Bari	Native State line worked by Native State.	Dholpur to Bari	14th November 1905.	...	...	19·56	...	Since opened.
28	(a)	Dwara-Therria Light.	Dwara-Therria Light.	Assisted company receiving land only from Government.	Dwara to Maolong	15th May 1902	...	...	13·50	...	Work suspended.
					Maolong to Therria Ghat.	15th May 1902	...	...	6·00	...	Commencement of work not authorised.
						Total .	...	...	19·50	...	
					Carried over ...	...	1,243·37	986·62	375·27	66·39	

APPENDIX 4—*concld.*

Mileage under construction or sanctioned at the close of the calendar year 1907, with additions to the 31st March 1908.

Number.		Railway administration by which being constructed.	Name of owning railway.	Classification.	Section of line, the construction of which has been sanctioned.	Date construction was sanctioned.	Mileage sanctioned and still remaining to be constructed.				Remarks.
Main head.	Sub-head.						5′ 6″	3′ 3⅜″	2′ 6″	2′ 0″	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
					Brought forward...	...	1,243·37	986·82	375·27	66·39	
29	(a)	Shahdara (Delhi)-Saharanpur Light.	Shahdara (Delhi)-Saharanpur Light.	Assisted company receiving land only from Government.	Barauf to Meerut	4th January 1902.	...	...	30·00	...	Not commenced.
34	(a)	Howrah-Amta Light.	Howrah-Amta Light.	Assisted company, subsidized by District Board.	Antpur to Champadanga.	20th March 1902.	...	...	...	6·75	Work commenced.
					Antpur to Rajbulhat.	20th March 1902.	...	...	...	3·50	Not commenced.
						Total ...	...	...	...	10·25	
			Total mileage sanctioned and still remaining to be constructed on the 31st December 1907.				1,243·37	986·82	405·27	76·64	
			MILEAGE SANCTIONED FROM 1ST JANUARY TO 31ST MARCH 1908.								
8	(b)	North Western State.	Kalka-Simla ...	State line worked by the State.	Present terminus to the Bullock train office.	25th March 1908.	...	...	0·50	...	Work commenced.
			Total mileage sanctioned from 1st January to 31st March 1908 ...				...	...	0·50	...	

Capital authorized to be raised and the amount raised by the

Number.		Railways.	Amount authorized to be raised by the Companies up to the 31st December 1907.				Amount raised by the Companies and advanced by the Land to the 31st December					
							Share capital.		*Debentures.*		*Debenture stock.*	
Main head.	Sub-head.		Share capital.	Debentures.	Debenture stock.	Total.	Rate of interest.	Amount.	Rate of interest.	Cash received.	Rate of interest.	cash received.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		Lines owned by Government and worked by Companies.	£	£	£	£		£		£		£
		5′ 6″ gauge.										
1	(a)	Bengal-Nagpur	3,000,000	5,505,000	...	8,505,000	4%	3,000,000	3½ % 3½ „ 3½ „ 3 „	839,600 1,620,600 2,644,600 400,000	...	...
2	(a)	Bombay, Baroda and Central India.	2,000,000	...	...	2,000,000	3 „	2,000,000	...	...	...	...
4	(a)	East Indian	...	...	10,000,000	10,000,000	...	...	...	...	3½ % 3 „	2,000,000 8,000,000
5	(a)	Great Indian Peninsula	2,575,000	...	...	2,575,000	3 %	2,575,000	...	...	...	...
5	(f)	Indian-Midland	3,000,000	3,654,100	...	6,654,100	4 „	3,000,000	3½ % 3½ „ 3½ „ 3 „	835,000 665,000 2,004,100 150,000	...	...
		3′ 3¾″ gauge.										
10	(a)	Assam-Bengal	1,500,000	920,900	...	2,420,900	3½ „	1,500,000	3 „ 3½ „ 3¾ „	300,000 495,900 125,000	...	...
14	(a)&(b)	Burma	2,000,000	...	1,250,000	3,250,000	2½ „ Stock.	2,000,000	...	...	3 %	1,250,000
19	(b)	Lucknow-Bareilly	...	147,000	...	147,000	...	...	...	160,837	...	...
21	(i)	Mysore Section (Southern Mahratta).	...	...	1,200,000	1,200,000	...	...	...	...	4 %	1,200,000
20	(a)	South Indian	1,000,000	448,000	...	1,448,000	3 %	1,000,000	3½ % 3½ „	73,000 375,000	...	...
21	(a)	Southern Mahratta	3,500,000	...	1,365,000	4,865,000	3½ „	3,500,000	...	...	3 % 3½ „ 3½ „ 3¾ „	110,000 850,000 305,000 100,000
20	(e)	Tinnevelly-Quilon (Travancore) (British Section).	...	287,100	...	287,100	...	...	3½ % 3¾ „	219,225 67,875	...	...
20	(f)	Tinnevelly-Quilon (Travancore) (Native State Section.)	...	774,900	...	774,900	...	...	3½ „ 3¾ „	405,775 369,125	...	...
		Lines owned and worked by Companies.										
		5′ 6″ gauge.										
4	(b)	Delhi-Umballa-Kalka	800,000	...	300,000	1,100,000	...	800,000	...	...	4 %	300,000
6	(a)	Madras	10,257,630	3,419,210	...	13,676,840	5 % 4½ „ 4½ „	8,757,670 999,960 500,000	3½ % 3½ „ 3¾ „ 3 „	275,000 656,400 833,400 380,000	...	...
4	(c)	South-Behar	400,000	...	290,000	690,000		379,580	...	...	...	290,000
2	(g)	Tapti-Valley	986,667	46,667	...	1,033,334	...	...	...	...	...	...
2	(h)	Ahmedabad-Dholka	86,667	...	...	86,667	...	...	...	...	...	...
2	(i)	Ahmedabad-Parantij	133,333	...	...	133,333	...	...	...	...	...	...
		3′ 3¾″ gauge.					...	2,750,000				
11	(a)	Bengal and North-Western.	6,000,000	...	400,000	6,400,000	Pref. 3½% stock. 2nd pref. 4 % shares.	1,500,000 700,000	...	...	...	400,000

DIX 5.

several Indian Railway Companies up to the 31st December 1907.

Secretary of State in Eng. 1907.			Amount raised in India and advanced by the Secretary of State to the 31st December 1907.						Total amount received to the 31st December 1907.	Number.		Remarks.
Capital not bearing interest.	*Advances by the Secretary of State.*		Share capital.	*Debenture stock.*		Capital not bearing interest	*Advances by the Secretary of State.*			Main head.	Sub-head.	
	Rate of interest.	Amount.		Rate of interest.	Amount.		Rate of interest.	Amount.				
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)
£		£	£		£	£		£	£			
1,544	3½%	2,900,000	...	...	...	...	3½ %	6,117,329	17,726,507	1	(a)	
							3¾ „	202,634				
...	...	...	...	...	...	...	...	...	*2,000,000	2	*(a)	* Exclusive of State outlay and debt incurred for the purchase of the line.
—102,883	...	...	...	...	...	...	...	...	†2,469,234	4	(a)	† Exclusive of capital raised prior to December 1879 and amount advanced by Secretary of State from January 1880 to December 1895.
—427,878												
...	3½%	2,200,000	...	...	...	...	...	...	‡4,775,000	5	(a)	‡ Exclusive of capital raised prior to 1909.
—28,897	3¼ „	1,645,000	...	...	...	...	3½%	500,581	8,775,784	5	(f)	
11,698	...	...	...	...	...	...	...	...	2,432,598	10	(a)	
—50,161	...	...	...	...	...	...	...	...	§ 3,199,819	14	(a)&(b)	§ Exclusive of outlay by Government prior to 1st September 1896.
—735	...	...	...	...	...	...	3½%	854,389	‖514,441	19	(b)	‖ Exclusive of State outlay prior to taking over of the line by the Rohilkund and Kumaon Railway.
24,000	...	...	...	...	...	...	...	...	1,224,000	21	(i)	
...	...	...	...	...	...	...	...	...	¶ 1,443,000	20	(a)	¶ Exclusive of State outlay (purchase price, etc.)
29,903	3½%	2,129,900	...	...	...	...	...	...	7,024,803	21	(a)	
338	...	...	...	...	...	...	...	...	287,488	20	(e)	
912	...	...	...	...	...	...	...	...	775,812	20	(f)	
8,223	...	...	...	...	...	...	...	...	1,108,223	4	(b)	
2,740	...	...	...	...	...	...	...	...	12,405,170	6	(a)	
15,000	...	...	...	...	...	...	...	...	684,580	4	(c)	
...	...	...	833,333	4%	43,200	—780	...	...	875,753	2	(g)	
...	...	...	73,280	...	...	...	...	...	73,280	2	(h)	
...	...	...	130,000	...	...	2,667	...	...	132,667	2	(i)	
21,268	...	...	...	...	...	...	...	...	5,371,368	11	(a)	

Capital authorized to be raised and the amount raised by the

Number.		Railways.	Amount authorized to be raised by the Companies up to the 31st December 1907.				Amount raised by the Companies and advanced by the Land to the 31st December					
							Share capital.		*Debentures.*		*Debenture stock.*	
Main head.	Sub-head.		Share capital.	Debentures.	Debenture stock.	Total.	Rate of interest.	Amount.	Rate of interest.	Cash received.	Rate of interest.	Cash received.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	12)	(13)
		Lines owned and worked by Companies—*concld.*	£	£	£	£		£		£		£
12	(*a*)&(*b*)	Bengal Docars	400,000 Ordinary stock 400,000 Pref. stock	...	...	800,000	... Pref. 4%	400,000 355,490	...	...	...	...
15	(*a*)	Deoghur	18,333	...	2,666	20,999	...	...	...	...	...	...
16	(*a*)	Dibru-Sadiya	793,750	500,000	...	1,223,750	... Preferred 8 % "A" shares Pre. Pref. 8 % New Pref. 6 %	43,750 420,000 80,000 150,000	...	450,000	...	...
19	(*a*)	Rohilkund and Kumaon.	800,000	175,000	...	975,000	... Pref. 4%	400,000 400,000	...	...	...	...
		2′ 6″ GAUGE.										
23	(*a*)	Baraset-Basirhat Light.	63,333	...	...	63,333	...	...	...	...	...	...
24	(*a*)	Barsi Light	300,000	...	140,000	440,000	...	160,000	...	...	4 %	140,000
25	(*a*)	Bukhtiarpore-Behar Light	53,333	...	...	53,333	...	...	...	...	...	...
29	(*a*)	Shahdara (Delhi)-Saharanpur Light.	260,000	...	200,000	460,000	...	...	...	...	...	...
30	(*a*)	Tarakeshwar-Magra Light.	73,333	...	...	73,333	...	...	...	...	...	...
		2′ 0″ GAUGE.										
33	(*a*)	Darjeeling-Himalayan	116,666	150,000	...	266,666	...	...	...	...	...	115,000
34	(*a*)	Howrah-Amta Light.	86,667	...	20,000	106,667	...	...	...	...	...	...
35	(*a*)	Howrah-Sheakhala Light.	42,667	...	...	42,667	...	...	...	...	...	...
		Lines owned by Companies and worked by the State.										
		5′ 6″ GAUGE.										
8	(*b*)	Amritsar-Patti	106,666	...	...	106,666	...	...	...	...	...	...
9	(*b*)	Hardwar-Dehra	200,000	...	...	200,000	...	...	...	...	...	...
8	(*f*)&(*g*)	Southern Punjab	1,500,000	...	500,000	2,000,000	... Pref.4 %	1966,000 500,000	...	...	3½ %	500,000
		Lines owned by Native States and worked by Companies.										
		5′ 6″ GAUGE.										
7	(*a*)	Nizam's Guaranteed State.	2,000,000	2,000,000	...	4,000,000	...	2,000,000	4%	1,488,000	...	...
		3′ 3⅜″ GAUGE.										
7	(*c*)	Hyderabad-Godavari Valley.	...	2,500,000	...	2,500,000	...	...	3½ „	1,800,000	...	...

DIX 5—*concld.*

several Railway Companies up to the 31st December 1907.

Secretary of State in England 1907.			Amount raised in India and advanced by the Secretary of State to the 31st December 1907.						Total amount received to the 31st December 1907.	Number.		Remarks.
Capital not bearing interest.	*Advances by the Secretary of State.*		Share capital.	*Debenture stock.*		Capital not bearing interest.	*Advances by the Secretary of State.*			Main head.	Sub-head.	
	Rate of interest.	Amount.		Rate of interest.	Amount.		Rate of interest.	Amount.				
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)
£		£	£		£	£		£	£			
12,500	...	...	...	...	...	...	...	...	767,900	12	(a) & (b)	
...	...	...	13,333	...	2,666	...	...	...	20,999	15	(a)	
...	...	...	...	...	...	...	...	...	1,143,750	16	(a)	
...	...	...	...	...	...	...	...	...	800,000	19	(a)	
...	...	...	63,333	...	...	...	...	...	63,333	23	(a)	
...	...	...	...	...	...	...	...	...	300,000	24	(a)	
...	...	...	53,333	...	...	...	...	...	53,333	25	(a)	
...	...	...	100,000	4½%	200,000	...	...	...	300,000	29	(a)	
...	...	...	56,610	...	5,666	...	...	...	62,276	30	(a)	
335	...	...	116,666	...	...	...	...	...	232,001	33	(a)	
...	...	...	86,667	6%	20,000	...	...	...	1,06,667	34	(a)	
...	...	...	40,000	...	...	...	...	...	40,000	35	(a)	
...	...	...	106,619	...	...	...	...	...	106,619	8	(b)	
...	...	...	195,467	...	...	...	...	...	195,467	9	(b)	
...	...	...	...	...	...	...	...	...	1,966,000	8	(f)&(g),	
4,174	...	...	...	...	...	...	...	...	3,492,174	7	(a)	
—104,000	...	...	...	...	...	...	...	...	1,696,000	7	(c)	

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY

APPEN

Capital expenditure in thousands of rupees

Number.		Railways (including branches worked).	EXPENDITURE ON NEW LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.									
			YEARS.									
Main head.	Sub-head.		1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		Bengal Central . . .	...	...	...	...	...	...	...	*	...	...
1	(*a*) to (*g*)	Bengal-Nagpur . . .	1,71,20	1,67,01	79,14	40,25	1,42,51	1,17,84	1,02,23	68,63	26,74	37,12
2	(*a*) & (*c* to (*g*) & (*o*) to (*q*).	Bombay, Baroda and Central India	49,86	60,95	24,05	13,72	9,76	23,43	7,56	1,02	6	30,50
3	...	Eastern Bengal State . .	13,89	29,15	31,10	40,07	35,32	30,88	38,18	37,15	30,03	60,32
4	...	East Indian	1,07,94	68,09	39,09	33,15	28,67	48,89	91,17	1,26,85	92,25	43,75
5	...	Great Indian Peninsula .	80,87	67,71	18,77	2,19	4,12	26,43	69,16	16,17	25,16	36,79
6	(*a*) to (*r*)	Madras	7,47	11,38	20,80	54,50	39,56	60,42	37,51	47,77	42,45	14,53
...	...	Nagda-Muttra . . .	...	...	...	...	...	...	1,75	21,89	1,00,30	†
7	...	Nizam's Guaranteed State .	40,79	78,37	37,06	...	...	...	...	...	6	8
8	(*a*) to (*g*) & (*i*) to (*k*)	North Western State . .	62,24	41,82	41,48	54,68	49,91	30,87	1,21,56	1,92,78	1,45,81	89,99
9	...	Oudh and Rohilkhand State.	23,72	39,27	27,17	9,30	20,61	54,52	30,78	29,13	9,78	4,64
10	...	Assam-Bengal . . .	1,35,82	1,05,81	97,65	88,10	71,84	45,68	13,59	62	4,66	2,66
11	...	Bengal and North-Western .	62,86	70,90	28,89	30,86	26,15	12,63	46,76	45,07	39,21	14,26
12	...	Bengal Dooars . . .	1,86	7,98	18,19	15,61	15,56	8,56	...	...	...	...
13	...	Bhavnagar-Gondal-Junagad-Porbandar	5,43	...	...	...	...	...	...	...	...	...
14	...	Burma	43,29	62,52	50,63	56,42	35,77	...	3,39	42,25	58,32	40,72
15	...	Deeghur	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	62	1,50
17	...	Jodhpur-Bikaner . . .	26,40	4,86	6,61	4,00	6,77	...	89	1	5	13
18	...	Morvi	...	...	2,32	11	3	85	‡6,24	7,18	...	...
2	(*b*) & (*h*) to (*n*).	Rajputana-Malwa . . .	8,58	2,67	59	21	1,07	5,63	35,30	26,36	—19	10,09
19	...	Rohilkund and Kumaon .	...	...	...	3	43	83	9,74	33,18	9,33	17,12
20	...	South Indian	—21,05	2,70	14,00	36,50	73,39	56,12	27,81	7,14	...	...
21	...	Southern Mahratta . .	...	...	...	...	...	2,56	12,60	2,78	9,56	10,82
22	...	Udaipur-Chitor . . .	1,13	2,16	45	21	...	...	...	...	...	...
23	...	Baraset-Basirhat Light .	...	...	...	...	...	...	5,69	1,33	...	...
24	...	Barsi Light	...	...	...	...	...	...	23	7,92	...	...
25	...	Bukhtiarpore-Behar Light .	...	...	...	...	...	5,30	...	...	...	...
26	...	Cutch	...	...	...	...	...	92	1,35	...	2,71	76
27	...	Dholpur-Bari	...	...	...	...	...	...	...	2,04	80	1,94
28	...	Dwarn-Therria Light . .	...	...	...	...	...	8,24	1,39	82	...	23
8	(*h*)	Kalka-Simla	...	3,39	4,51	23,53	49,99	50,99	21,40	4,34	...	...
29	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	3,15	...
...	...	Ranaghat-Krishnagar Light .	5,01	5	...	...	...	...	§	...	...	...
30	...	Tarakeshwar-Magra Light .	...	...	...	...	...	16	...	...	...	...
31	...	Tezpore-Balipara Light .	...	...	...	...	...	...	...	...	...	...
33	...	Darjeeling-Himalayan . .	...	...	...	...	...	...	...	...	...	...
34	...	Howrah-Amta Light . .	29	5	1	8	...	20	2,79	...	...	...
35	...	Howrah-Sheakhala Light .	33	...	...	...	...	...	...	...	...	...
36	...	Jorhat	...	...	...	...	...	...	...	...	...	...
		TOTAL .	8,27,93	8,26,84	5,42,51	5,03,52	6,11,46	5,91,89	6,89,57	7,22,43	6,01,81	5,27,95

DIX 7.

during each of the past 10 years.

EXPENDITURE ON ROLLING-STOCK IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.										Number.	Remarks.
Years.										Broad gauge	
1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.		
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)
4,37	1,95	27	3	4	15	...	*	...	...	...	* Purchased by the State from the 1st July 1905 and incorporated with the Eastern Bengal State railway.
1,13	33,92	27,35	4,29	57,16	34,13	40,64	57,18	21,80	56,95	1	
6,00	13,84	13,34	4,24	2,51	7,97	3,26	1,48	4,54	23,37	2	
10,52	18,21	4,57	13,01	18,12	35,25	15,25	25,14	19,01	48,75	3	
36,32	1,06,52	64,34	73,57	54,29	17,91	26,98	30,13	54,33	37,73	4	
1,63	8,27	13,36	21,27	12,27	31,84	37,89	12,63	45,26	49.77	5	
1,47	3,66	3,26	10,11	25,43	16,44	6,24	7,49	4,29	22,88	6	
...	...	...	...	...	...	...	...	7,50	...	...	† Included with Bombay, Baroda and Central India railway system.
3,06	12,80	12,67	1,51	5,86	3,05	72	51	3,15	8,69	7	
21,85	5,70	79	12,30	22,21	14,34	13,91	38,56	1,14,41	68,20	8	
7,06	5,68	79	5,85	17,93	23,91	7,58	6,92	4,74	24,46	9	
2,65	1,63	87	3,05	7,69	9,86	6,32	4,79	10,44	6,20	10	
24,03	15,84	18,58	18,47	12,49	18,33	3,48	14,09	32,80	21,11	11	
1	4,09	2,32	1,40	7	25	5	...	...	...	12	
1,24	8	16	80	35	55	—1,05	...	23	33	13	
6,36	11,96	4,74	20,85	26,60	19,57	12,20	6,64	18,95	19,16	14	
...	...	...	...	...	...	...	...	...	...	15	
20	16	2,52	1,13	...	9	4,47	19	23	6	16	
6,08	14,14	22	2,22	1,95	4,23	1,36	71	78	4,76	17	
12	4	6	10	—12	—22	...	3,00	1,13	—4	18	‡Represents Expenditure on conversion of the existing line from 2′ 6″ to 3′ 3½″ gauge.
—1,59	3,07	1,83	89	8,70	8,19	3,35	10,09	8,04	13,74	2	
2,42	1,02	3,39	2,06	6,86	6,11	1,33	77	11,65	17	19	
43	73	26	—3	1,46	2,96	1,27	14,75	...	5,80	20	
5,34	3,42	1,44	1,88	26	35	65	13,58	1,51	6,53	21	
5	...	...	42	...	...	...	...	...	...	22	
...	...	...	...	...	...	2,05	...	26	25	23	
27	...	...	—39	...	...	...	76	4,94	3,36	24	
...	...	...	...	...	2,17	23	...	15	38	25	
...	...	...	...	...	12	12	10	20	9	26	
...	...	...	...	...	...	...	...	38	90	27	
...	...	...	...	...	...	...	50	...	...	28	
...	...	...	...	1,07	3,93	2,85	4,96	1,94	4	8	
...	...	...	...	...	...	...	...	...	...	29	
1,20	...	24	...	...	...	‡	...	...	...	...	§ Purchased by the State from the 1st July 1904 and incorporated with the Eastern Bengal State railway.
1	18	...	...	...	1	1	8	19	10	30	
6	12	...	...	...	...	...	...	...	...	31	
—25	54	—16	1	9	41	70	12	13	7	33	
99	11	46	...	72	...	30	...	1,62	...	34	
48	...	...	...	...	3	...	...	...	...	35	
20	...	...	—31	4	12	2	...	6	9	36	
1,43,71	2,67,68	1,77,67	1,98,73	2,84,05	2,62,54	1,92,38	2,60,17	3,75,56	4,23,90		

Capital expenditure in thousands of rupees

Number.		Railways (including branches worked).	EXPENDITURE ON IMPROVEMENT OF EXISTING LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.									
			YEARS.									
Main head.	Sub-head.		1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
...	...	Bengal Central . . .	2,15	75	1,66	1,18	1,15	73	43	...	...	...
1	(*a*) to (*g*).	Bengal-Nagpur . . .	57	25	1,08	3,37	1,61	3,58	5,66	5,20	46,73	11,73
2	(*a*) & (*c*) to (*g*) & (*o*) to (*q*).	Bombay, Baroda and Central India . . .	15,33	26,60	8,42	21,74	9,89	5,71	4,83	2,74	12,35	10,17
3	...	Eastern Bengal State . .	7,04	8,72	13,25	11,37	15,46	23,81	49,13	1,08,73	30,75	33,96
4	...	East Indian	22,90	40,78	48,92	64,24	58,60	41,68	46,14	63,82	51,52	50,22
5	...	Great Indian Peninsula .	8,04	6,75	10,28	11,65	17,04	23,56	64,79	73,48	53,55	56,35
6	(*a*) to (*i*)	Madras	3,16	2,43	3,93	9,83	4,56	5,91	14,26	13,47	15,96	17,76
...	...	Nagda-Muttra . . .	...	...	...	...	...	...	...	...	...	...
7	...	Nizam's Guaranteed State .	1,24	—1,05	2,78	6,53	8,14	3,76	2,97	2,76	2,43	2,23
8	(*a*) to (*g*) & (*i*) to (*k*)	North Western State . .	18,92	20,28	19,10	14,67	43,44	22,42	30,94	33,14	42,61	39,73
9	...	Oudh and Rohilkhand State .	4,28	9,74	8,30	9,45	12,75	12,40	19,80	19,62	11,46	19,16
10	...	Assam-Bengal . . .	...	...	...	...	...	...	...	12,03	9,94	12,17
11	...	Bengal and North-Western .	5,05	6,63	12,21	7,19	25,66	21,73	29,04	16,81	25,97	28,62
12	...	Bengal Dooars . . .	53	38	16	2	5	21	5,55	3,54	2,10	1,61
13	...	Bhavnagar-Gondal-Junagad-Porbandar . . .	2,10	91	31	16	40	3	3	24	39	48
14	...	Burma	5,09	11,31	25,14	22,05	7,91	20,35	21,11	17,60	22,54	34,40
15	...	Deoghur	1	—1	...	...	...	...	...	23	—23	...
16	...	Dibru-Sadiya . . .	7	...	6	7,20	23	32	22	27	8	36
17	...	Jodhpur-Bikaner . . .	6,35	—81	—1,53	3,16	3,77	62	56	12	35	1,08
88	...	Morvi	7	5	—16	1	...	...	—1	—13	—27	92
2	(*b*) & (*h*) to (*n*).	Rajputana-Malwa . . .	3,32	3,98	3,53	8,20	13,28	9,48	8,62	13,90	16,93	18,05
19	...	Rohilkund and Kumaon .	79	21	1,15	1,02	66	1,59	1,56	65	12,16	5,64
20	...	South Indian	1,52	3,59	3,03	3,83	1,46	3,40	6,64	8,41	25,83	11,18
21	...	Southern Mahratta . .	6,29	7,50	5,79	4,59	3,29	2,08	2,26	5,49	3,30	25,40
22	...	Udaipur-Chitor . . .	...	...	...	19	4	1	...	1	8	...
23	...	Baraset-Basirhat Light .	...	...	...	...	...	...	...	...	15	21
24	...	Barsi Light	...	...	...	...	7	...	...	—4	6,08	2,80
25	...	Bukhtiarpore-Behar Light .	...	...	...	...	...	...	39	1	4	6
26	...	Cutch	...	...	...	...	...	...	...	...	...	1
27	...	Dholpur-Bari . . .	...	...	...	...	...	...	...	...	...	...
28	...	Dwara-Therria Light . .	...	...	...	...	...	...	...	...	...	...
8	(*k*)	Kalka-Simla	...	...	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	68	69
...	...	Ranaghat-Krishnagar Light	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light .	1	1	...	2	5	6	3	5	7	2
31	...	Tezpore-Balipara Light .	1	5	13	...	...	...	...	...	...	...
33	...	Darjeeling-Himalayan .	49	25	19	21	12	31	4	16	20	11
34	...	Howrah-Amta Light . .	...	...	...	...	...	...	14	16	21	29
35	...	Howrah-Sheakhala Light .	...	...	...	...	...	2	...	—1	...	...
36	...	Jorhat	...	4	...	17	3	...	...	...	—6	5
		TOTAL .	1,22,09	1,59,64	1,68,79	2,11,55	2,35,35	2,04,98	3,15,43	4,02,55	3,98,90	3,94,52

DIX 7—*concld.*

during each of the past 10 years.

TOTAL CAPITAL EXPENDITURE IN THOUSANDS OF RUPEES *INCLUDING* VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS.										Number.	Remarks.
Years.											
1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	Main head.	
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)
6,90	3,04	34	2,58	1,58	76	—36	...	...	...	...	
1,62,45	1,98,37	75,84	77,61	1,76,45	1,94,63	1,19,88	1,19,67	1,16,49	2,42,61	1	
89,09	98,82	28,58	56,65	29,50	19,61	9,63	7,90	2,69	1,35,52	2	
35,51	56,49	49,25	66,77	81,52	1,19,34	1,09,61	2,68,15	94,27	1,81,07	3	
1,66,97	2,18,13	1,62,49	1,41,12	1,45,82	1,39,68	1,45,03	2,38,23	2,21,73	1,99,16	4	
79,51	78,98	53,52	44,54	23,58	1,16,21	1,76,71	1,02,80	1,12,28	1,89,57	5	
12,65	19,27	55,11	63,58	60,36	86,09	72,11	69,17	54,97	79,57	6	
...	...	...	...	...	...	1,73	46,34	1,46,42	...	...	
60,32	96,90	32,24	18,40	15,84	5,73	5,26	6,53	1,83	15,39	7	
82,47	66,46	83,47	93,87	1,30,10	69,58	2,09,09	2,72,27	3,22,00	2,29,23	8	
33,16	55,69	39,26	32,76	76,47	87,45	53,06	41,37	34,11	68,24	9	
1,18,74	1,13,15	86,16	85,47	69,86	53,24	19,81	18,24	25,28	23,81	10	
79,06	70,13	55,94	45,78	63,47	53,92	79,28	90,04	88,14	82,94	11	
4,25	23,26	19,77	15,23	10,45	7,09	5,35	3,56	2,13	95	12	
8,95	92	17	96	44	67	—1,40	—84	1,68	58	13	
51,62	86,24	92,79	95,26	71,01	31,08	36,97	84,20	99,42	93,23	14	
1	—1	...	...	—9	...	...	23	—23	—4	15	
27	17	2,57	8,32	1,73	41	4,69	46	93	1,91	16	
39,36	18,04	4,89	19,78	6,64	—57	2,21	1,60	2,14	6,64	17	
3	27	2,22	31	—26	56	6,18	9,85	99	83	18	
9,43	10,59	17,19	12,74	22,33	30,53	43,74	39,23	39,53	28,54	2	
2,10	13	5,37	4,34	12,92	4,60	19,79	50,64	25,28	16,59	19	
—19,63	7,89	17,47	47,49	99,17	52,83	31,09	23,65	30,32	14,31	20	
11,05	8,74	8,15	4,83	*1,27	*25,17	*35,13	*31,30	*13,28	49,98	21	* Revised figures.
1,13	2,16	45	82	4	1	...	1	9	...	22	
...	...	...	...	...	...	7,73	1,53	41	46	23	
27	...	...	—39	19	...	26	14,69	11,32	8,08	24	
...	...	...	...	...	7,48	62	1	19	44	25	
...	...	...	...	...	1,04	1,48	10	2,93	86	26	
...	...	...	...	...	...	...	2,04	1,56	2,70	27	
...	...	...	...	...	8,24	1,89	16	...	23	28	
...	5,81	6,10	22,96	57,95	48,51	26,93	7,87	*—1,81	—1,11	8	
...	...	...	...	...	...	...	...	14,10	18,87	29	
6,21	5	24	...	...	...	...	...	...	...	...	
2	24	—1	10	20	38	10	2	26	19	30	
7	17	13	...	...	...	...	...	...	...	31	
24	79	—6	22	20	72	74	14	—9	18	33	
1,28	16	47	8	72	20	3,23	16	1,82	50	34	
81	...	...	...	...	5	...	—1	...	...	35	
7	22	—23	—8	—5	8	...	4	1	21	36	
10,44,17	12,40,27	8,99,98	9,65,10	11,59,41	11,65,32	12,27,05	14,86,18	14,66,52	16,42,19		

APPEN

Capital outlay on the different classes of

	Mileage.		
	Open.	Under construction.	TOTAL.
(1)	(2)	(3)	(4)
PART I.			
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH PASS THROUGH THE GOVERNMENT ACCOUNTS.	Miles.	Miles.	Miles.
(*i*).—State lines worked by Companies	16,183·90	1,151·37	17,335·27
(*ii*).—State lines worked by the State	6,229·26	220·70	6,449·96
(*iii*).—Companies' lines guaranteed under the old contracts	905·02	...	905·02
(*iv*).—Companies' lines guaranteed under modern contracts	32·04	...	32·04
(*v*).—District Boards' lines	103·36	...	103·36
(*vi*).—Branch Line Companies, receiving rebates from traffic interchanged with main lines.	325·07	...	325·07
(*vii*).—Leased lines	78·76	...	78·76
TOTAL OPEN LINES AND LINES PARTLY OPEN ...	23,857·41	1,372·07	25,229·48
(*viii*).—Lines wholly under construction by State agency	...	258·64	258·64
(*ix*).—Lines wholly under construction by Companies	...	81·47	81·47
TOTAL (*vii*) AND (*viii*) ...	...	340·11	340·11
(*x*).—Unclassified expenditure including collieries, &c.	...	...	...
TOTAL PART I ...	23 857·41	1,712·18	25,569·59
PART II.			
CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH DO NOT PASS THROUGH THE GOVERNMENT ACCOUNTS.			
(*i*).—Branch Line Companies, receiving rebates from traffic interchanged with main lines.	575·79	...	575·79
(*ii*).—Assisted Companies' lines—			
(*a*) Subsidized by the Government of India	333·23	31·12	364·35
(*b*) Subsidized by Local Governments	128·50	8·52	137·02
(*c*) Subsidized by District Boards	158·00	...	158·00
(*d*) Receiving land only from Government	1,382·11	84·36	1,466·47
TOTAL (*ii*) ...	2,001·84	124·00	2,125·84
(*iii*).—Unassisted Companies' lines	41·77	...	41·77
(*iv*).—Native State lines—			
(*a*) Worked by Native States	1,338·30	222·30	1,560·60
(*b*) Worked by Companies	1,885·68	112·23	1,997·91
(*c*) Worked by State railway agency	235·28	...	235·28
TOTAL (*iv*) ...	3,459·26	334·53	3,793·79
(*v*).—Foreign State lines	73·60	...	73·60
TOTAL OPEN LINES AND LINES PARTLY OPEN ...	6,152·26	458·53	6,610·79
(*vi*).—Lines wholly under construction by private Companies	...	13·50	13·50
(*vii*).—Lines wholly under construction by Native States	...	19·56	19·56
TOTAL (*vi*) AND (*vii*) ...	...	33·06	33·06
(*viii*).—State outlay on the Patri branch (Bombay, Baroda and Central India railway)...	...	...	...
TOTAL PART II ...	6,152·26	491·59	6,643·85
GRAND TOTAL ...	30,009·67	2,203·77	32,213·44
ABSTRACT.			
Outlay on open lines and lines partly open—(*i* to *vii*, Part I, and *i* to *v*, Part II) ...	30,009·67	1,830·60	31,840·27
Outlay on lines wholly under construction—(*viii* and *ix* Part I, and *vi* and *vii*, Part II)	...	373·17	373·17
Unclassified expenditure (*x*, Part I)	...	...	...

DIX 8.

railways at the close of the year 1907.

Capital outlay at close of 1907. (In thousands of rupees.)			Remarks.
Open lines.	Lines under construction.	Total.	
(5)	(6)	(7)	(8)
2,34,90,30	4,54,38	2,39,44,68	The outlay included in Part I under "State lines worked by Companies" on account of the railways purchased by the State from the East Indian, the South Indian, the Great Indian Peninsula and the Bombay, Baroda and Central India Railway Companies, and under "State lines worked by the State" on account of the railways purchased from the Eastern Bengal, the Sind, Punjab and Delhi and the Oudh and Rohilkhand Guaranteed Railway Companies, represents the actual capital expenditure incurred by the Companies up to the date of purchase and subsequently by the State.
99,56,98	1,34,07	1,00,91,05	
14,54,00	...	14,54,00	
29,28	...	29,28	
47,87	...	47,87	
2,00,70	...	2,00,70	
1,19,77	...	1,19,77	
3,52,98,90	5,88,45	3,58,87,35	
...	2,05,90	2,05,90	
...	20,13	20,13	
...	2,26,03	2,26,03	
...	...	84,06	
3,52,98,90	8,14,48	3,61,97,44	
3,15,24	...	3,15,24	
2,45,43	41,34	2,86,77	
1,25,41	2,11	1,27,52	
75,44	...	75,44	
9,50,78	10,41	9,61,19	
13,97,06	53,86	14,50,92	
27,86	...	27,86	
4,80,73	3,66	4,84,39	
13,25,78	32,49	13,58,27	
1,34,97	...	1,34,97	
19,41,48	36,15	19,77,63	
1,76,07	...	1,76,07	
38,57,71	90,01	39,47,72	
...	10,02	10,02	
...	6,30	6,30	
...	16,32	16,32	
...	...	8,08	
38,57,71	1,06,33	39,72,12	
3,91,56,61	9,20,81	4,01,69,56	
3,91,56,61	6,78,46	*3,98,43,15	* Includes Rs. 3,08,000, item (viii) of Part II.
...	2,42,35	2,42,35	
...	...	84,06	

Capital liability on account of railways classed

Railways.	Share Capital of purchased Railways being paid off by Annuities.						State outlay.	Debt incurred for purchase of Railways.	Capital advanced by Government to Companies.	Capital raised by Companies on Secretary of State's guarantee (including over drafts).	Total Capital liability.
	Commuted value of stock purchased.	*Deduct.* Commuted Capital representing Annuities which were purchased by creation of debt (liability included in column 9).	*Deduct.* New Stock of Great Indian Peninsula Railway Company issued in exchange for portion of Annuity.	Net capital to be paid off by Annuities.	*Deduct* amount redeemed by Annuity payments.	Net outstanding.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
India, General.	£	£	£	£	£	£	£	£	£	£	£
1. East Indian	32,750,000	7,286,774	...	25,463,226	2,689,898	22,773,328	5,624,342	10,494,122	...	10,000,000	48,891,792
2. Rajputana-Malwa (includg. Godhra-Rutlam-Nagda).	...	...	...	...	...	...	10,877,219	...	...	...	10,877,219
3. Rewari-Phulera	...	...	...	...	...	...	362,354	...	...	...	362,354
4. Palanpur-Deesa	...	...	...	...	...	...	15,944	...	...	...	15,944
5. Bhopal	...	...	...	...	...	...	226,583	...	...	...	226,583
6. State railway stores	...	...	...	...	...	...	1,449	...	...	...	1,449
7. Expenditure in England for stores purchased and remaining unappropriated.	...	...	...	...	...	...	48,398	...	...	...	48,398
Central Provinces.											
8. Warora Colliery	...	...	...	...	...	...	74,161	...	...	...	74,161
9. Umaria ,, (depreciation on works).	...	...	...	...	...	...	12,178	...	...	...	12,178
10. Bilaspur-Etawah	...	...	...	...	...	...	5,009	...	...	...	5,009
11. Nagpur-Chhattisgarh (depreciation account).	...	...	...	...	...	...	43,802	...	...	...	43,802
Burma.											
12. Burma Railway Extensions	...	...	...	...	...	...	1,099,701	...	...	...	1,099,701
Assam.											
13. Jorhat	...	...	...	...	...	...	61,987	...	...	...	61,987
Bengal.											
14. Eastern Bengal system*	3,391,917	543,472	...	2,848,445	267,159	2,581,286	10,414,844	1,368,120	...	...	14,364,250
15. Murshidabad Branch	...	...	...	...	...	...	631,863	...	...	...	631,863
16. Dhubri-Gauhati	...	...	...	...	...	...	624,753	...	...	...	624,753
17. Tirhoot	...	...	...	...	...	...	3,936,373	...	...	...	3,936,373
18. Tirhoot, new Extensions	...	...	...	...	...	...	859,236	...	...	...	859,236
19. Ranaghat-Bhagwangola	...	...	...	...	...	...	20,163	...	...	...	20,163
20. Katihar-Godagari	...	...	...	...	...	...	575,876	...	...	...	575,876
United Provinces.											
21. Oudh and Rohilkhand	...	...	...	...	...	...	4,525,253	10,725,620	...	...	15,250,873
22. Agra-Delhi Chord	...	...	...	...	...	...	855,801	...	...	...	855,801
23. Allahabad-Jaunpur	...	...	...	...	...	...	234,428	...	...	...	234,428
24. Forbesganj-Nepaul	...	...	...	...	...	...	13,860	...	...	...	13,860
25. Kachlaghat Bridge (Rohilkund and Kumaon Railway).	...	...	...	...	...	...	5,095	...	...	...	5,095
Punjab.											
26. North Western	14,009,124	4,911,216	...	9,097,908	795,049	8,302,859	32,598,940	4,082,587	...	...	44,984,386
27. Shahdara-Sangla	...	...	...	...	...	...	183,965	...	...	...	183,965
28. Shorkot Road-Chichkoki	...	...	...	...	...	...	90,299	...	...	...	90,299
29. Jech Doab (southern sec.)	...	...	...	...	...	...	459,651	...	...	...	459,651
30. Lodhran-Khanewal	...	...	...	...	...	...	189,702	...	...	...	189,702
31. Frontier Railway Reserve	...	...	...	...	...	...	292,946	...	...	...	292,946
32. Petroleum Operations, Baluchistan.	...	...	...	...	...	...	7,946	...	...	...	7,946
33. Jullundur Hoshiarpur	...	...	...	...	...	...	969	...	...	...	969
34. Ludhiana-Ferozepore	...	...	...	...	...	...	1,887	...	...	...	1,887
35. Kalka-Simla	...	...	...	...	...	...	1,068,028	...	...	...	1,068,028
36. Loi-Shilman	...	...	...	...	...	...	286,260	...	...	...	286,260
37. Thal-Parachinar	...	...	...	...	...	...	72,579	...	...	...	72,579
Carried over	50,151,041	12,741,462	...	37,409,579	3,752,106	33,657,473	76,423,849	26,670,449	...	10,000,000	146,751,771

* Includes the Bengal Central railway.

DIX 9.

as State railways at the end of 1907.

Railways.	Share Capital of Purchased Railways being paid off by annuities.						State outlay.	Debt incurred for purchase of Railways.	Capital advanced by Government to Companies.	Capital raised by Companies on Secretary of State's guarantee (including overdrafts).	Total capital liability.
	Commuted value of stock purchased.	*Deduct.* Commuted capital representing annuities which were purchased by creation of debt (liability included in column 9).	*Deduct.* New stock of Great Indian Peninsula Railway Company issued in exchange for portion of annuity.	Net capital to be paid off by annuities.	*Deduct* amount redeemed by annuity payments.	Net outstanding.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	£	£	£	£	£	£	£	£	£	£	£
Brought forward ...	50,151,041	12,741,462	...	37,409,579	3,752,106	33,657,473	76,423,849	26,870,440	...	10,000,000	146,751,771
MADRAS.											
38. South Indian (including Pamban Branch).	...	...	...	...	...	...	2,246,749	4,726,169	...	1,448,000	8,420,918
39. Tinnevelly-Quilon (British section).	...	...	...	...	...	...	4,414	...	...	287,209	291,623
40. Tinnevelly-Quilon (Native State section).	...	...	...	...	...	...	10,504	...	...	774,791	785,295
41. Azhikal-Mangalore . .	...	...	...	...	...	...	887,684	...	...	...	887,684
42. North-East line, Madras railway (East Coast Railway, southern section).	...	...	...	...	...	...	4,428,413	...	...	...	4,428,413
43. Nilgiri	...	...	...	...	...	...	249,598	...	...	...	249,598
44. Bezwada extension . .	...	...	...	...	...	...	78,790	...	...	...	78,790
45. Bezwada-Masulipatam .	...	...	...	...	...	...	...	...	106,824	...	106,824
46. Guntakal-Mysore frontier .	...	...	...	...	...	...	395,283	...	...	...	395,283
47. Tanjore District Board .	...	...	...	...	...	...	197,703	...	76,082	41,047	314,832
48. Vizagapatam-Raipur . .	...	...	...	...	...	...	16,336	...	...	...	16,336
49. Hospet-Kottur . . .	...	...	...	...	...	...	100,928	...	...	...	100,928
50. Bellary-Rayadrug . .	...	...	...	...	...	...	51,841	...	...	...	51,841
51. Tirupattur-Krishnagiri .	...	...	...	...	...	...	72,435	...	...	...	72,435
52. Morappur-Dharmapuri .	...	...	...	...	...	...	56,157	...	...	...	56,157
53. Coonoor-Ootacamund . .	...	...	...	...	...	...	136,931	...	...	...	136,931
BOMBAY.											
54. Great Indian Peninsula .	34,859,218	...	1,750,000	33,109,218	2,695,499	30,413,719	2,255,583	5,964,666	2,200,000	2,575,000	43,408,968
55. Bombay, Baroda and Central India.	...	...	...	...	...	...	1,280,573	12,531,987	...	2,000,000	15,812,560
56. Jodhpur-Hyderabad (British section).	...	...	...	...	...	...	268,205	...	...	...	268,205
57. Dhone-Kurnool . . .	...	...	...	...	...	...	27,402	...	...	...	27,402
58. Southern Mahratta (depreciation on works).	...	...	...	...	...	...	35,138	...	...	...	35,138
59. Sabarmati-Dholka . .	...	...	...	...	...	...	3,993	...	...	...	3,993
60. Baran-Kotah . . .	...	...	...	...	...	...	172,084	...	...	...	172,084
61. Nagda-Muttra . . .	...	...	...	...	...	...	1,843,801	...	...	...	1,843,801
	85,010,259	12,741,462	1,750,000	70,518,797	6,447,605	64,071,192	91,244,394	49,893,271	2,382,906	17,126,047	224,717,810
LEASED LINES.											
62. Assam-Bengal . . .	...	...	...	...	...	...	5,933,442	...	...	2,420,900	8,354,342
63. Bengal-Nagpur . . .	...	...	...	...	...	...	2,061,962	...	9,543,552	9,842,746	21,448,260
64. Burma	...	...	...	...	...	...	5,127,488	...	...	4,348,411	9,475,899
65. Indian Midland . . .	...	...	...	...	...	...	...	...	2,145,581	5,990,637	8,136,218
66. Lucknow-Bareilly . .	...	...	...	...	...	...	341,409	...	354,339	147,000	842,748
67. Mysore	...	...	...	...	...	...	...	...	...	1,200,000	1,200,000
68. Southern Mahratta . .	...	...	...	...	...	...	1,105,228	...	2,129,900	4,892,741	8,127,869
	...	...	...	...	...	...	14,569,529	...	14,173,372	28,842,435	57,585,336
BRANCH LINE.											
69. Hardwar-Dehra . . .	...	...	...	...	...	...	...	...	...	195,196	195,196
TOTAL .	85,010,259	12,741,462	1,750,000	70,518,797	6,447,605	64,071,192	105,813,923	49,893,271	16,556,278	46,163,678	282,498,342

NOTE.—The premia paid in purchase of Companies' lines are as under :—

			Rs.
East Indian railway	6,550,000	@ Rs. 15 = £ 1	= 9,82,50,000
Eastern Bengal railway	1,136,437	,,	= 1,70,46,555
Sindh-Punjab and Delhi railway	2,933,804	,,	= 4,40,07,060
South Indian railway	939,277	,,	= 1,48,39,155
Oudh and Rohilkhand railway	1,036,049	,,	= 1,55,40,735
Great Indian Peninsula railway	14,859,218	,,	= 22,28,88,270
Bombay, Baroda and Central India railway	4,185,280	,,	= 6,20,29,200

Main results of working Indian railways

Year.	Mileage open.	In thousands of rupees.				Gross earnings per mile per week.	Percentage of working expenses to gross earnings.	Percentage of net earnings on capital outlay given in column (3).	Passengers.			Goods.		
		Total capital outlay on lines open and partly open.	Gross earnings.	Working expenses.	Net earnings.				Number carried in thousands.	Earnings in thousands of rupees.	Average rate charged per mile in pies.	Quantity carried in thousands of tons.	Earnings in thousands of rupees.	Average rate charged per ton per mile in pies.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
						Rs.								
1853 .	20	37,96	90	41	49	87	45·56	1·29	...	...	...	...	...	...
1854 .	71	4,00,00	2,31	1,42	89	63	61·47	0·22	...	...	...	...	...	...
1855 .	169	5,50,00	8,18	4,55	3,58	93	55·97	0·65	...	...	...	...	...	...
1856 .	272	8,00,00	16,10	6,74	9,36	114	41·87	1·17	...	...	...	...	...	...
1857 .	287	12,00,00	25,43	10,54	14,89	170	41·45	1·24	...	...	...	...	...	...
1858 .	427	16,00,00	33,82	15,63	18,19	152	46·22	1·14	...	...	...	...	...	...
1859 .	625	22,50,00	57,24	27,74	29,50	176	48·46	1·31	...	...	...	...	...	...
1860 .	833	26,66,00	66,67	37,08	29,59	153	55·61	1·11	...	...	...	...	...	...
1861 .	1,587	34,00,00	98,63	58,09	40,54	120	58·90	1·19	...	...	...	...	...	...
1862 .	2,333	48,00,00	1,34,45	80,32	54,13	111	59·74	1·13	...	...	...	...	...	...
1863 .	2,507	53,00,00	2,20,47	1,33,04	87,43	169	60·34	1·65	...	...	...	...	...	...
1864 .	2,958	58,00,00	2,35,89	1,70,85	1,15,04	186	59·76	1·98	...	...	...	...	...	...
1865 .	3,363	63,00,00	4,25,84	2,24,27	2,01,57	244	52·43	3·20	...	...	...	...	...	...
1866 .	3,563	70,00,00	4,91,91	2,59,38	2,32,53	266	52·73	3·32	...	...	...	...	...	...
1867 .	3,929	80,00,00	5,44,54	2,93,76	2,50,78	266	53·95	3·13	...	...	...	...	...	...
1868 .	4,008	84,00,00	5,67,09	3,07,46	2,59,63	272	54·22	3·09	...	...	...	...	...	...
1869 .	4,255	89,00,00	6,13,10	3,41,74	2,71,36	277	55·74	3·05	...	...	...	...	...	...
1870 .	4,771	90,00,50	6,66,67	3,63,15	3,03,52	269	54·47	3·37	...	...	...	...	...	
1871 .	5,074	90,00,70	6,59,20	3,67,97	2,91,23	250	55·82	3·24	...	...	...	...	...	...
1872 .	5,369	90,00,90	6,82,96	3,73,45	3,09,51	245	54·68	3·44	...	...	...	...	...	...
1873 .	5,697	91,72,60	7,22,90	3,77,85	3,45,05	244	52·28	3·76	...	...	...	...	...	...
1874 .	6,226	95,87,15	8,33,77	4,03,89	4,29,88	258	48·44	4·48	...	...	...	...	...	...
1875 .	6,541	1,00,96,28	7,91,37	3,97,48	3,93,89	233	50·23	3·90	...	...	...	...	...	...
1876 .	6,860	1,04,77,85	9,33,83	4,46,45	4,87,38	262	47·81	4·65	...	...	...	...	...	...
1877 .	7,320	1,09,04,24	12,11,28	5,38,68	6,72,60	318	44·47	6·17	...	...	...	...	...	...
1878 .	8,201	1,18,29,55	11,25,30	5,62,38	5,62,92	269	49·97	4·76	...	...	...	...	...	...
1879 .	8,475	1,22,32,97	12,08,15	6,26,28	5,81,87	275	51·84	4·76	...	...	...	...	...	...
1880 .	8,996	1,28,56,91	12,86,55	6,48,00	6,38,55	282	50·37	4·97	...	...	...	...	...	...
1881 .	9,858	1,40,80,80	14,32,81	7,07,12	7,25,19	285	49·37	5·16	54,764	3,79,23	2·78	13,214	9,55,97	7·25
1882 .	10,069	1,43,24,42	15,35,23	7,66,81	7,68,42	294	49·95	5·36	58,876	4,08,37	2·71	14,833	10,15,97	7·91

DIX 10.

as one system from the commencement.

Year.	Mileage open.	In thousands of rupees.				Gross earnings per mile per week.	Percentage of working expenses to gross earnings.	Percentage of net earnings on capital outlay given in column (3).	Passengers.			Goods.		
		Total capital outlay on lines open and partly open.	Gross earnings.	Working expenses.	Net earnings.				Number carried in thousands.	Earnings in thousands of rupees.	Average rate charged per mile in pies.	Quantity carried in thousands of tons.	Earnings in thousands of rupees.	Average rate charged per ton per mile in pies.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
						Rs.								
1883 .	10,447	1,48,30,56	16,38,24	7,97,05	8,41,19	301	48·62	5·68	65,099	4,09,08	2·60	16,999	11,28,89	7·30
1884 .	11,527	1,55,45,04	16,06,62	8,15,62	7,91,00	276	50·76	5·09	73,815	4,46,84	2·56	16,663	10,56,59	7·35
1885 .	12,208	1,61,91,78	17,28,96	8,86,33	9,12,63	284	49·27	5·64	80,865	4,78,12	2·52	18,925	11,91,54	6·89
1886 .	12,865	1,70,49,89	18,70,46	8,93,10	9,77,36	285	47·75	5·73	88,436	5,09,77	2·51	19,576	12,38,59	7·02
1887 .	14,068	1,82,87,93	18,46,81	9,10,33	9,36,48	260	49·31	5·12	95,412	5,35,32	2·51	20,196	11,92,93	7·17
1888 .	14,525	1,93,04,33	19,76,45	9,87,44	9,89,01	263	49·96	5·12	103,156	5,69,06	2·71	22,393	12,79,04	6·87
1889 .	15,900	2,05,04,61	20,49,37	10,37,74	10,11,63	257	50·64	4·93	110,650	6,13,74	2·52	22,249	13,05,56	6·88
1890 .	16,404	2,13,67,04	20,67,01	10,30,89	10,36,12	243	49·87	4·85	114,062	6,25,81	2·51	22,613	12,99,52	7·11
1891 .	17,263	2,21,06,42	24,04,03	11,30,39	12,73,64	271	47·02	5·76	122,855	6,86,13	2·52	26,159	15,60,81	6·75
1892 .	17,769	2,27,30,90	23,22,93	10,90,35	12,32,58	253	46·94	5·42	127,388	6,91,15	2·52	26,395	14,77,52	6·70
1893 .	18,459	2,33,17,87	24,08,42	11,34,77	12,73,65	254	47·12	5·46	135,520	7,29,57	2·50	28,847	15,21,63	6·60
1894 .	18,840	2,37,79,01	25,50,89	11,98,40	13,52,49	262	46·98	5·69	145,727	7,57,58	2·56	32,644	16,24,82	6·42
1895 .	19,467	2,44,38,05	26,23,69	12,11,99	14,11,70	261	46·19	5·78	153,081	8,02,21	2·49	33,628	16,36,94	6·36
1896 .	20,209	2,58,95,23	25,36,14	12,13,84	13,22,30	245	47·86	4·92	159,509	8,22,07	2·45	32,471	15,41,51	6·45
1897 .	21,115	2,82,12,04	25,60,11	12,47,73	13,12,38	233	48·74	4·65	150,584	7,62,13	2·47	33,926	15,88,89	6·36
1898 .	22,024	2,92,09,20	27,41,31	12,98,68	14,42,63	244	47·37	4·94	151,566	7,58,68	2·50	35,642	17,84,97	6·00
1899 .	23,507	3,08,50,12	29,36,78	13,93,36	15,43,42	246	47·45	5·00	161,720	8,09,39	2·51	39,748	19,19,82	5·98
1900 .	24,752	3,29,53,34	31,54,32	15,09,31	16,45,01	245	47·85	4·99	176,308	8,95,07	2·51	42,896	20,36,52	5·88
1901 .	25,363	3,39,16,89	33,60,38	15,72,45	17,87,93	255	46·79	5·27	194,749	10,07,17	2·48	43,392	21,23,67	5·77
1902 .	25,931	3,49,77,39	33,92,69	16,70,49	17,22,20	252	49·24	*4·92	196,643	10,27,48	2·51	45,537	21,23,41	5·63
1903 .	26,956	3,61,11,44	36,00,82	17,11,09	18,89,73	257	47·52	*5·54	210,231	10,98,14	2·51	47,684	22,41,92	5·64
1904 .	27,565	3,52,86,87	39,64,97	18,77,50	20,87,47	277	47·36	*5·92	227,097	11,76,20	2·51	52,051	25,18,81	5·39
1905 .	28,295	3,66,91,75	41,68,09	19,94,00	21,74,09	283	47·84	*5·93	248,157	12,78,83	2·47	54,936	26,20,71	5·19
1906 .	29,097	3,79,34,84	44,11,73	22,00,74	22,10,99	292	49·88	*5·83	271,063	13,68,31	2·46	58,869	27,59,69	5·42
1907 .	30,010	3,98,43,15	47,26,87	24,28,59	22,98,28	303	51·38	5·77	305,390	15,04,50	2·44	62,098	29,24,26	5·18

* Revised figures.

APPEN

Summary of the general

Indian railways treat

GENERAL RESULTS

Calendar year.	Total capital outlay on lines open and partly open in thousands of rupees.	Gross earnings in thousands of rupees.	Total working expenses.	
			Amount in thousands of rupees.	Proportion per cent. to gross earnings.
1	2	3	4	5
1903	*3,41,11,44	36,00,82	17,11,09	47·53
1904	*3,52,86,87	39,64,97	18,77,50	47·36
1905	*3,66,91,75	41,68,09	19,94,00	47·84
1906	*3,79,34,84	44,11,73	22,00,74	49·88
1907	3,98,43,15	47,26,87	24,28,59	51·38

GROSS EARNINGS IN THOUSANDS

Calendar year.	Coaching traffic.							Goods		
	1st class.	2nd class.	Intermediate class.	3rd class.	Season and vendors' tickets.	Other Coaching traffic.	Total Coaching traffic (sum of 15 to 20).	Total Goods traffic (sum of 23 to 27).	General merchandise.	Coal and coke for the public and foreign railways.
14	15	16	17	18	19	20	21	22	23	24
1903	41,56	58,13	71,68	9,16,31	10,46	1,56,26	12,54,40	22,41,92	18,53,45	2,29,93
1904	40,76	59,78	74,84	9,89,63	11,19	1,61,36	13,37,56	25,18,81	20,85,56	2,56,13
1905	45,12	64,66	83,06	10,68,76	12,23	1,64,69	14,38,52	26,20,71	21,32,22	2,89,19
1906	47,23	67,35	86,87	11,53,48	13,38	1,68,34	15,36,65	27,59,69	22,36,58	3,21,84
1907	50,24	70,21	93,10	12,76,92	14,03	1,77,63	16,82,13	29,24,26	23,97,32	3,17,71

Number of passengers and quantity of goods carried, the average miles

PASSENGERS CARRIED IN THOUSANDS, THE AVERAGE MILES CARRIED AND

Calendar year.	1st Class.			2nd Class.			Intermediate Class.			3rd Class.		
	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Average rate charged per mile in pies.
36	37	38	39	40	41	42	43	44	45	46	47	48
1903	594	101·71	12·31	2,580	78·13	5·54	7,214	61·64	3·09	184,292	40·94	2·33
1904	603	95·98	13·41	2,715	74·23	5·69	7,394	62·89	3·09	199,651	40·71	2·34
1905	662	98·29	13·31	2,949	72·92	5·77	8,104	63·78	3·09	218,418	40·92	2·39
1906	684	100·71	13·16	3,026	74·47	5·74	8,494	64·12	3·06	239,391	40·36	2·29
1907	732	100·89	13·06	3,303	70·91	5·76	9,873	59·29	3·05	271,249	39·65	2·28

DIX 11.

results of working

ed as one system.

OF WORKING.

NET EARNINGS.		PER MILE OPEN.			PER TRAIN-MILE.			REMARKS.
Amount in thousands of rupees.	Percentage on capital outlay given in column (2).	Gross earnings.	Working expenses.	Net earnings.	Gross earnings.	Working expenses.	Net earnings.	
6	7	8	9	10	11	12	13	
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
18,89,78	*5·54	13,358	6,348	7,010	3·75	1·78	1·97	
20,87,47	*5·92	14,384	6,811	7,573	3·86	1·83	2·03	
21,74,09	*5·93	14,781	7,047	7,734	3·89	1·86	2·03	
22,10,99	*5·83	15,162	7,563	7,599	3 85	1·92	1·93	
22,98,28	5·77	15,751	8,093	7,658	3·79	1·95	1·84	* Revised figures.

OF RUPEES.

TRAFFIC.			WORKING EXPENSES IN THOUSANDS OF RUPEES.							
Military stores.	Revenue stores, including coal and material for construction.	Miscellaneous.	Electric telegraph.	Steamboat and sundries.	Engineering.	Locomotive.	Carriage and wagon.	Traffic.	General.	Other expenses (steamboat, contribution to Provident Fund and special and miscellaneous expenditure).
25	26	27	28	29	30	31	32	33	34	35
23,07	1,13,90	27,31	7,84	96,66	3,88,99	6,11,95	1,52,51	2,92,19	1,68,91	96,54
19,14	1,31,04	32,27	8,00	1,00,60	4,37,28	6,72,07	1,76,74	3,10,25	1,75,67	1,05,49
20,63	1,46,51	33,77	8,79	1,00,07	4,81,59	7,02,38	1,84,05	3,31,02	1,86,93	1,03,03
20,58	1,51,54	37,20	8,63	1,06,76	5,43,21	7,72,80	2,03,66	3,71,27	1 98,04	1,11,66
19,12	1,60,28	39,46	9,24	1,11,28	5,97,29	8,58,24	2,18,24	4,17,63	2,11,47	1,25,72

The totals of columns 28 to 27 are more than the figures shown in column 22 by the amount of the Cawnpore-Burhwal link earnings.

carried and the average rate charged, and the train-mileage run by railways in India.

THE AVERAGE RATE CHARGED.					TRAIN-MILES RUN (IN THOUSANDS).				GOODS TRAFFIC.		
SEASON AND VENDORS' TICKETS.			TOTAL NO. OF PASSENGERS CARRIED.								
No.	Average miles carried.	Average rate charged per mile in pies.	No.	Average miles carried.	Coaching.	Goods.	Mixed.	Total train-mileage (includes miscellaneous train-mileage).	Tons carried (in thousands).	Average miles carried.	Average rate charged per mile in pies.
49	50	51	52	53	54	55	56	57	58	59	60
15,551	8·75	1·48	210,231	39·90	25,889	36,308	31,438	95,360	47,684	159·93	5·64
16,729	9·08	1·41	227,097	39·66	31,577	38,797	28,620	102,721	52,051	172·42	5·39
18,029	9·16	1·42	248,157	39·90	33,491	39,712	29,892	107,045	54,986	176·60	5·19
19,468	9·57	1·38	271,063	39 43	37,155	41,693	31,014	114,554	58,869	165·97	5·42
20,733	9·31	1·40	305,890	38·71	43,258	46,869	30,142	124,786	62,093	174·58	5·18

APPENDIX 12.

General results of working each railway system.

Number. Main head.	Number. Sub-head.	Railway system (vide Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		5′ 6″ GAUGE.								
...	...	Bengal Central ...	1903	1,989	206	15,09	10,01	5,08	66·36	* Figures shown are only for the first-half of the year. Those for the second-half have been included with Eastern Bengal State railway, (5′6″ gauge).
			1904	2,041	285	15,60	10,20	5,40	65·40	
			1905	*1,070	*76	*5,08	*1,58	*76·28		
			1906	†	†	†	†	†	†	
1	(*a*), (*b*), (*e*) and (*f*)	Bengal-Nagpur ...	1903	6,469	2,918	1,55,48	86,02	70,46	54·69	† Included with the Eastern Bengal State railway (5′6″ gauge) from 1906.
			1904	7,745	3,381	1,89,12	93,25	95,87	49·31	
			1905	8,902	3,975	2,44,71	1,10,68	1,34,03	45·23	
			1906	9,334	4,645	2,69,47	1,27,96	1,41,51	47·49	
			1907	11,178	4,828	2,89,80	1,41,34	1,48,46	48·77	
2	(*a*), (*c*) to (*g*), (*o*) and (*p*)	Bombay, Baroda and Central India.	1903	19,654	1,770	1,83,76	91,73	92,03	49·92	
			1904	21,685	1,797	1,91,08	90,19	1,00,89	47·20	
			1905	23,489	2,055	2,11,73	92,47	1,19,26	43 67	
			1906	24,889	2,344	2,19,28	1,03,54	1,15,69	47·23	
			1907	28.673	2,610	2,31,42	1,01,52	1,29,90	43·87	
3	(*a*)	Eastern Bengal State ...	1903	14,331	2,654	1,02,22	51,39	50,83	50 27	
			1904	14,680	2,690	1,08,77	57,80	50,97	53·14	
			1905	17,090	2,975	1,18,00	64,14	53,56	54·61	
			1906	21.188	3,694	1,41,12	83,13	57,99	58· 0	
			1907	24,225	4,101	1,64,21	1,03,42	60,79	62·98	
4	(*a*) to (*d*)	East Indian	1903	24,282	10,702	7,26,62	2 46,23	4,80,39	33·89	
			1904	25, 81	12,241	7,87,26	2,66,82	5,20,44	33 89	
			1905	26,933	12,236	7,79,46	2,82,15	4,97,31	36 20	
			1906	28 143	12 517	8,26,07	3 21,75	5,04,32	38·85	
			19.7	31,187	13,001	8,37,91	3,35,46	5,02,45	40·04	
5	(*a*) to (*h*)	Great Indian Peninsula ...	1903	20,221	4,518	4,68,69	2,30,49	2,38,20	49·18	
			1904	22,454	5,092	5,36,20	2,92,83	2,93,37	49 96	
			1905	25,293	5,676	6,30,44	3,05,37	3,25,07	48·44	
			1906	27,391	5,859	6,44,02	3,22,01	3,22,01	50 00	
			1907	29,529	5,889	6,88,54	3,65,13	3,23,41	53·03	
5	(*b*) to (*h*)	Indian Midland ...	1903	‡	‡	1,00,33	49,68	50,65	49·52	‡ Figures for columns 5 and 6 during 1903 and all figures from 1904 have been included with the Great Indian Peninsula railway.
6	(*a*) to (*d*)	Madras	1903	13,712	2,340	1,73,47	1,01,50	71,97	58 51	
			1904	13,953	2,748	1,90,53	1,11,29	79,24	58·41	
			1905	14,396	2,822	2,08 41	1,22,39	86,02	58 73	
			1 06	15,873	2,891	2 13,90	1,27,09	86,81	59·42	
			1907	17,310	2,969	2,20,60	1,48,04	72,56	67·10	
7	(*a*) & (*b*)	Nizam's Guaranteed State ...	1903	1,797	895	46,26	19,33	26,93	41·79	
			1904	1,476	878	46,53	16,83	29,70	36·17	
			1905	1,583	857	46,26	15,72	30,54	33·98	
			1906	1,707	870	48,33	18,43	29,90	38·13	
			1907	1,945	884	53,01	18,14	34,87	34,22	
8	(*a*) to (*g*) and (*i*) to (*k*)	North Western State—								§ Information not available.
		Commercial Section ...	1903	§	§	4,89,77	2,20,61	2,69,16	45·04	
			1904	§	§	5,12,74	2,63,32	3,49,42	42·97	
			1905	§	§	5,99.17	2,81,14	3,18,03	46·92	
			1906	§	§	6,35,58	3,09,24	3,26,34	48·65	
			1907	§	§	7·27,68	3,46,75	3,80,93	47·65	
		Military Section ...	1903	§	§	38,99	41,71	— 2,72	106·98	
			1904	§	§	46,00	52,19	—6,19	113 47	
			19 5	§	§	43,07	43,97	— 90	102·09	
			1906	§	§	50.29	50,83	— 54	101·07	
			1907	§	§	50,96	57,37	—6,41	112·58	
		Total ...	1903	22,777	6,064	5,28,76	2,62,32	2,66,44	49·61	
			1904	25,524	6,431	6,5·,7.	3,15,51	3,43,23	47·89	
			1905	30,017	7,237	6,42,24	3,25,11	3,17,13	50·62	
			1906	3 .588	8,051	6,85,87	3,60,07	3,25,80	52·50	
			1907	39 9·0	8,464	7,78.64	4.04,12	3,74,52	51·90	
9	(*a*) to (*c*)	Oudh and Rohilkhand State ...	1903	8,902	2 359	1,42,18	68,49	73,64	48·19	
			1904	9.776	2,541	1,55.60	82,95	72,65	53·31	
			1905	10.797	2,340	1,56.99	92,21	64,78	58·74	
			1906	11,869	2,256	1,68,01	88,53	79,48	52·69	
			1907	13,025	2,486	1,85,80	1,18,24	67,56	63·64	
		3′ 3⅜″ GAUGE.								
10	(*a*)	Assam-Bengal ...	1903	1,961	403	24 28	19,58	4,70	80·64	
			1904	2,220	361	30 10	28,57	1,53	94·92	
			1905	2,476	432	34,33	33,00	1,83	94·75	
			1906	2,732	604	42.20	37,92	4,28	89·86	
			1907	3,074	658	48,90	42,50	6,40	86·91	

APPENDIX 12—*contd.*

General results of working each railway system—contd.

Number. Main head.	Number. Sub-head.	Railway system (*vide* Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		5′ 3¾″ GAUGE—*contd.*								
11	(*a*) & (*b*)	Bengal and North-Western ...	1903	12,077	1,707	1,19,15	48,50	70,65	40·71	
			1904	12,910	1,789	1,29,99	51,60	78,39	39·70	
			1905	14,006	1,815	1,26,61	53,31	70,30	43·13	
			1906	15,160	2,089	1,43,83	63,93	79,90	44·45	
			1907	16,855	2,269	1,64,99	73,05	91,94	44·28	
12	(*a*) & (*b*)	Bengal Dooars	1903	443	121	6,58	3,28	3,30	49·87	
			1904	519	171	7,61	3,96	3,65	52·02	
			1905	486	194	8,52	4,35	4,47	49·32	
			1906	453	201	9,93	4,05	5,88	40·79	
			1907	606	144	10,25	4,28	5,97	41·76	
13	(*a*) to (*d*)	Bhavnagar-Gondal-Junagad-Porbandar.	1903	1,699	264	19,54	9,82	9,72	50·27	
			1904	1,938	302	22,37	10,56	11,81	47·20	
			1905	2,105	284	22,40	10,99	11,41	49 06	
			1906	2,250	316	23,57	10,98	12,59	46·58	
			1907	2,612	378	27,57	12,68	14,89	45·99	
14	(*a*) & (*b*)	Burma	1903	14,220	1,860	1,36,14	83,95	52,19	61·66	
			1904	16,118	2,175	1,51,02	85,32	65,70	56·49	
			1905	16,874	2,180	1,57,76	95,95	61,81	60·82	
			1906	17,610	2,589	1,57,32	98,70	58,62	62·74	
			1907	17,571	2,670	1,67,85	1,07,83	60,02	64·24	
15	(*a*)	Deoghur	1903	262	15	41	30	11	73·17	
			1904	281	14	47	32	15	68·48	
			1905	273	14	45	32	13	71·11	
			1906	329	15	54	33	21	61·11	
			1907	341	20	56	41	15	73·21	
16	(*a*) & (*b*)	Dibru-Sadiya	1903	299	556	9,76	5,26	4,50	53·89	
			1904	389	613	10,04	5,70	4,34	56·75	
			1905	353	642	10,14	5,55	4,59	54·73	
			1906	396	667	10,73	6,40	4,33	59·65	
			1907	416	684	10,99	6,86	4,13	62·42	
3	(*b*) to (*d*)	Eastern Bengal State ...	1903	*	*	85,50	44,28	41,22	51·78	* Included with the Eastern Bengal State railway (5′ 6″ gauge).
			1904	*	*	89,55	50,17	39,38	56·02	
			1905	*	*	89,38	44 68	44,70	49·99	
			1906	*	*	1,09,60	59,23	50,37	54·04	
			1907	*	*	1,06,58	61,48	45,10	57·68	
7	(*c*)	Hyderabad-Godavari Valley...	1903	1,183	546	22,14	13,28	8,86	59·98	
			1904	1,264	349	22 12	14,37	7,75	64·97	
			1905	1,551	373	29,64	16,35	13,29	55·16	
			1906	1,803	342	30,33	16,11	14,22	53·12	
			1907	2,095	312	32,55	14,81	17,74	45·50	
17	(*a*) to (*c*)	Jodhpur-Bikaner ...	1903	1,580	403	27,44	13,24	14,20	48·26	
			1904	1,702	439	30,60	13,51	17,09	44 15	
			1905	1,970	471	35,24	14,91	20 33	42·31	
			1906	2,107	587	42,76	18,66	22,10	45·78	
			1907	2,458	530	38,28	19,67	18,61	51 38	
18	(*a*)	Morvi	1903	267	19	2,98	1,53	1,45	51·43	
			1904	298	34	3,55	1,66	1,89	46·73	
			1905	286	49	3,23	1,49	1,74	46·13	
			1906	295	34	3,08	1,48	1,60	48·05	
			1907	341	54	4,12	1,56	2,56	37 86	
8	(*e*) & (*f*)	Nilgiri and Shoranur-Cochin	1903	695	156	6,28	3,56	2,72	56·58	
			1904	724	119	6,88	4,23	2,60	61·87	
			1905	732	105	7,02	4,92	2,10	70·09	
			1906	742	105	7,12	5,19	1,93	72·89	
			1907	788	122	7,51	5,65	1,86	75·23	

APPENDIX 12—*contd.*

General results of working each railway system—contd.

Number. Main head.	Number. Sub-head.	Railway system (*vide* Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		3′ 3½″ GAUGE—*concld.*								
2	(*b*) & (*k*) to (*n*)	Rajputana-Malwa ...	1903	12,447	1,976	2,33,74	1,16,11	1,17,63	49·67	
			1904	13,194	2,117	2,41,37	1,14,80	1,26,57	47·56	
			1905	15,223	2,669	2,93,28	1,25,85	1,67,43	42·91	
			1906	16,691	2,691	2,89,52	1,36,96	1,52,56	47·31	
			1907	19,535	2,856	2,97,91	1,48,22	1,49,69	49·75	
19	(*a*) & (*b*)	Rohilkund and Kumaon ...	1903	1,546	419	18,16	8,47	9,69	46·65	
			1904	1,673	439	19,15	8,93	10,22	46·63	
			1905	1,772	441	19,38	10,13	9,75	50·96	
			1906	2,807	502	24,59	12,57	12,02	51·12	
			1907	3,195	634	27,65	12,88	14,77	46·58	
20	(*a*) to (*f*)	South Indian ...	1903	17,878	3,516	1,28,85	51,81	77,04	40·21	
			1904	19,164	3,503	1,34,40	60,62	73,78	45·10	
			1905	19,388	3,105	1,41,03	69,77	71,26	49·47	
			1906	20,351	3,233	1,44,68	81,00	63,68	55·99	
			1907	23,656	3,589	1,54,57	76,53	78,04	49·51	
21	(*a*) to (*k*)	Southern Mahratta ...	1903	6,698	1,089	95,58	58,96	36,62	61·51	
			1904	7,158	1,331	1,07,95	68,50	39,45	63·46	
			1905	8,404	1,342	1,14,26	69,36	44,90	60·70	
			1906	8,991	1,415	1,22,82	74,12	48,70	60·35	
			1907	10,023	1,556	1,35,41	80,96	54,45	59·79	
22	(*a*)	Udaipur-Chitor ...	1903	190	15	1,78	1,11	67	62·63	
			1904	162	11	1,51	98	53	64·86	
			1905	257	16	2,08	1,04	1,04	50·00	
			1906	276	27	2,48	1,12	1,36	45·16	
			1907	288	28	2,51	1,14	1,37	45·42	
		2′ 6″ GAUGE.								
23	(*a*)	Baraset-Basirhat Light ...	1903	...	...	...	...	...	...	
			1904	...	...	...	...	...	...	
			1905	298	2	1,11	55	56	49·55	
			1906	412	4	1,51	71	80	47·02	
			1907	501	3	1,73	87	86	50·29	
24	(*a*)	Barsi Light	1903	62	45	1,30	77	53	59·23	
			1904	77	59	1,67	1,02	65	61·09	
			1905	101	82	2,19	80	1,39	36·53	
			1906	177	57	2,19	1,09	1,10	49·77	
			1907	658	82	5,43	3,19	2,24	58·75	
25	(*a*)	Bukhtiarpore-Behar Light ...	1903	118	7	36	21	15	57·74	
			1904	298	25	1,14	48	66	41·90	
			1905	252	19	89	53	36	59·55	
			1906	274	28	1,11	63	48	56·76	
			1907	314	21	1,10	65	45	59·09	
26	(*a*)	Cutch	1903	...	...	...	...	...	...	
			1904	...	...	...	...	...	...	
			1905	3	7	22	6	16	27·27	
			1906	9	11	40	20	20	50·00	
			1907	21	11	43	19	24	44·19	
8	(*k*)	Kalka-Simla	1903	6	2	32	25	7	78·09	
			1904	84	25	5,90	3,82	2,08	64·41	
			1905	97	27	7,52	3,51	4,01	46·68	
			1906	96	32	7,64	4,57	3,07	59·82	
			1907	114	47	9,26	5,21	4,05	56·26	

APPENDIX 12—*concld.*

General results of working each railway system—concld.

Number. Main head.	Number. Sub-head.	Railway system (*vide* Appendix 38).	Year.	Number of passengers carried (in thousands).	Quantity of goods and minerals carried (in thousands of tons).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
		2′ 6″ GAUGE—*concld.*								
			1903	...	...	...	...	...	...	
			1904	...	...	...	...	...	...	
1	(c)	Mourbhauj	1905	30	13	31	24	7	77·42	
			1906	64	12	45	23	22	51·11	
			1907	68	11	44	22	22	50·00	
			1903	52	4	17	27	—10	155·58	
			1904	59	7	21	22	— 1	106·29	
1	(d)	Parlakimedi Light ...	1905	68	10	27	23	4	85·19	
			1906	82	7	21	31	—10	147·62	
			1907	115	8	25	31	— 6	124·00	
			1903	269	22	72	43	29	60·24	
			1904	272	25	78	47	31	60·34	
19	(c)	Powayan Light ...	1905	299	30	92	56	36	60·87	
			1906	322	32	1,00	60	40	60·00	
			1907	329	24	87	52	35	59·77	
			1903	248	7	86	53	33	60·86	†Included with the Eastern Bengal State railway (3′3⅜″ and special gauges.)
			1904	†	†	‡41	‡29	‡12	‡ 70·24	
		Ranaghat-Krishnagar Light	1905	†	†	†	†	†	†	
			1903	...	...	...	...	...	...	‡Figures shown only for the first-half of the year. Those for the second-half have been included with the Eastern Bengal State railway (3′3⅜″ and special gauges).
			1904	...	...	...	...	...	...	
29	(a)	Shahdara (Delhi)-Saharanpur Light.	1905	...	...	...	...	...	...	
			1906	...	...	...	...	...	...	
			1907	165	14	101	72	29	71·29	
			1903	427	17	85	60	25	70·40	
			1904	472	23	90	62	28	69·25	
30	(a)	Tarakeshwar-Magra Light	1905	456	22	87	65	22	74·71	
			1906	508	26	1,00	67	33	67·00	
			1907	551	33	1,10	76	34	69·09	
			1903	145	9	95	67	28	70·72	
			1904	149	8	88	71	17	80·43	
31	(a)	Tezpore-Balipara Light	1905	155	14	1,03	76	27	73·79	
			1906	156	16	1,15	80	35	69·57	
			1907	157	15	1,12	83	29	74·11	
			1903	...	...	...	...	...	...	
	(g) &	Tirupattur-Krishnagiri and	1904	...	...	...	...	...	...	
6	(h)	Morappur-Dharmapuri ...	1905	37	2	13	14	—1	107·69	
			1906	245	14	79	81	—2	102·53	
			1907	292	15	93	84	9	90·32	
		2′ 0″ GAUGE.								
			1903	109	44	9,62	5,45	4,17	56·65	
			1904	139	44	10,45	5,73	4,72	53·46	
33	(a)	Darjeeling-Himalayan	1905	137	44	9,72	5,61	4,11	57·72	
			1906	134	44	9,81	5,78	4,03	58·92	
			1907	145	46	9,50	5,22	4,28	54·95	
			1903	808	17	2,77	1,39	1,38	50·32	
			1904	855	13	2,97	1,42	1,55	47·83	
34	(a)	Howrah-Amta Light	1905	940	17	3,29	1,51	1,78	45·90	
			1906	993	20	3,51	1,74	1,77	49·57	
			1907	10,47	15	3,70	1,67	2,03	45·14	
			1903	343	7	87	52	35	59·85	
			1904	346	6	86	47	39	54·72	
35	(a)	Howrah-Sheakhala Light	1905	351	6	88	50	38	56·82	
			1906	364	7	91	54	37	59·34	
			1907	392	7	95	56	39	58·95	
			1903	155	12	91	77	14	85·02	
			1904	163	10	74	78	—4	105·17	
36	(a)	Jorhat	1905	167	10	79	76	3½	96·20	
			1906	162	15	93	80	13	86·02	
			1907	185	14	92	91	1	98·91	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* appendix 38.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the public and foreign railways.		1. Raw.		2. (*a*) Twist and yarn, European.		2. (*b*) Twist and yarn, Indian.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*), (*b*) (*e*) & (*f*)	Bengal-Nagpur	352	8,349	2,085,756	50,68,685	13,235	1,77,091	4,449	33,459	16,496	1,96,246
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*)	Bombay, Baroda and Central India	660	14,884	134,257	2,60,730	216,556	22,66,952	290	5,695	16,318	2,25,964
3	...	Eastern Bengal State	1,302	15,195	691,372	6,32,160	2,809	13,076	2,159	16,988	5,409	37,312
4	...	East Indian	4,131	1,24,238	6,873,174	2,06,02,629	53,500	6,98,659	1,344	37,535	17,614	1,88,992
5	...	Great Indian Peninsula	1,448	69,916	395,214	11,71,871	337,177	20,96,734	14,403	2,65,414	17,994	1,93,276
6	(*a*) to (*d*)	Madras	795	17,688	406,741	9,10,101	56,392	5,64,680	4,704	40,115	18,927	1,55,223
	(*a*) & (*b*)	Nizam's Guaranteed State	130	2,406	327,938	10,61,346	8,594	56,653	4,175	45,593	2,603	38,164
8	(*a*) to (*g*) & (*i*) to (*k*)	North Western State	4,118	95,578	251,584	5,56,974	107,354	13,57,453	1,540	27,351	8,109	1,42,099
9	...	Oudh and Rohilkhand State	844	10,606	76,893	2,20,235	22,969	1,10,508	1,855	15,467	6,067	44,203
		3′ 3½″ gauge.										
10	...	Assam-Bengal	159	1,734	32,883	99,841	2,590	19,841	448	1,896	623	4,318
11	...	Bengal and North-Western	668	10,332	109,913	2,23,903	1,503	17,901	123	1,418	6,298	74,369
12	...	Bengal-Dooars	20	248	14,910	58,482	13	17	12	62	87	376
13	...	Bhavnagar-Gondal-Junagad-Porbandar	825	6,231	10,478	11,125	53,035	2,50,978	44	262	1,280	7,248
14	...	Burma	512	9,656	1,028	3,059	4,941	22,750	2,580	45,556	1,830	43,499
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	572,147	4,99,973	353	3,762	...	...	...	...
7	(*e*)	Hyderabad-Godavari Valley	35	2,643	15,228	63,777	41,450	5,16,899	400	7,403	1,030	21,558
17	...	Jodhpur-Bikaner	313	4,070	18,016	42,434	20,817	93,641	14	135	920	5,894
6	(*e*) & (*f*)	Madras	70	813	181	2,127	514	4,896	64	257	996	4,070
18	...	Morvi	24	173	514	668	3,881	24,909	...	...	113	347
2	(*b*) & (*h*) to (*n*)	Rajputana-Malwa	1,147	27,133	130,351	1,85,020	122,703	15,61,638	357	3,379	14,408	3,12,290
19	(*a*) & (*b*)	Rohilkund and Kumaon	340	2,926	1,963	2,323	1,485	4,463	47	209	2,807	13,797
20	...	South Indian	66	1,477	34,769	40,805	42,325	2,25,720	2,759	33,323	11,739	83,715
21	...	Southern Mahratta	270	4,334	15,706	31,185	162,215	9,21,666	2,616	31,979	12,874	1,26,309
22	...	Udaipur-Chitor	7	59	162	299	4,275	16,564	5	37	30	299
		2′ 6″ gauge.										
23	...	Bataset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
24	...	Barsi Light	19	92	530	742	19,045	51,686	112	425	237	586
25	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...
26	...	Cutch	...	...	205	295	1,134	2,196	100	325	...	...
8	(*k*)	Kalka-Simla	418	10,216	2,902	22,874	9	52	...	5	2	50
1	(*c*)	Mourbhanj	2	6	225	491	1	2	...	...	27	75
1	(*d*)	Pariakimedi Light	2	2	...	...	1	2	1	1	243	157
19	(*c*)	Powayan Light	...	...	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)—Saharanpur Light	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light	...	...	94	155	...	...	1	6	...	...
31	...	Tezpore-Balipara Light	...	...	3,105	3,149	20	174	...	...	...	...
6	(*g*) & (*k*)	Tiruputtur-Krishnagiri and Morapour-Dharmapari	...	2	500	638	1	1	2	7	175	415
		2′ 0″ gauge.										
33	...	Darjeeling-Himalayan	256	7,230	2,414	22,055	4	98	...	11	137	3,499
34	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
35	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...
36	...	Jorhat	...	...	...	...	...	...	...	...	...	...
		Total 1907	19,063	4,38,087	12,191,075	3,18,55,101	1,351,793	1,80,81,722	44,622	6,25,423	165,941	19,24,960
		Total 1906	17,622	3,99,672	11,187,407	3,22,82,989	1,126,121	1,57,09,651	44,794	6,28,354	153,435	18,62,736
		Increase	1,241	38,415	1,003,668	...	225,672	23,72,071	...	...	12,506	62,224
		Decrease	...	...	...	4,27,887	...	...	172	2,931	...	...

DIX 17.

earnings therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

III.								IV.		V.								Number.
COTTON.										DRUGS.								
Manufactured.								Chemicals, excepting saltpetre.		1. Intoxicating, other than opium.		2. Non-intoxicating.				Total.		
		(c) Piece-goods, European.		(d) Piece-goods, Indian.		(e) Others.						(a) Medicinal preparations.		(b) Others.				Main head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
9,504	1,05,943	9,972	1,58,151	199	2,685	53,625	6,73,475	487	7,729	47	931	...	...	1,512	17,752	1,559	18,683	1
15,139	3,07,997	19,924	2,92,683	1,009	20,392	269,236	31,19,583	1,325	22,942	27	589	127	2,338	2,709	39,717	2,863	42,644	2
27,350	2,80,297	5,092	44,782	...	...	42,908	3,92,455	2,002	18,929	50	1,056	155	2,349	1,187	19,209	1,392	22,614	3
59,253	15,17,063	7,399	1,21,713	4,962	61,770	143,192	26,25,752	6,837	1,10,618	89	1,131	787	27,999	2,223	34,302	3,099	63,432	4
42,372	13,59,663	19,691	3,52,605	1,648	45,457	483,275	1,13,13,149	1,652	47,973	130	4,771	280	11,180	2,080	44,351	2,490	60,302	5
9,236	1,12,524	11,707	1,38,018	37	760	101,003	10,20,320	180	4,320	7	316	309	8,322	4,024	54,892	4,331	63,530	6
3,104	46,619	1,354	18,517	78	1,111	20,108	2,06,657	112	2,384	28	353	110	2,122	811	6,831	949	9,306	7
23,147	5,84,963	35,104	8,04,947	1,571	29,499	177,634	29,23,312	5,967	90,276	360	6,712	882	23,617	8,365	1,25,867	9,907	1,56,196	9
6,862	47,497	5,431	44,589	334	4,131	43,513	2,66,415	215	2,492	137	3,304	706	6,446	627	6,227	1,470	15,977	9
1,344	16,516	1,529	12,656	20	216	6,863	55,443	371	2,942	3	88	100	1,398	473	3,186	576	4,672	10
17,061	1,71,732	4,818	45,409	445	6,437	80,248	3,17,386	1,681	6,262	102	1,381	114	1,701	15,792	69,217	16,008	72,299	11
628	3,910	232	2,380	...	...	962	6,745	355	3,554	...	...	5	48	572	7,312	577	7,360	12
925	6,647	1,600	10,556	3	32	56,887	2,75,723	56	561	17	274	76	581	97	626	190	1,481	13
7,886	1,33,292	300	4,360	160	2,502	17,716	2,51,979	132	3,450	...	3	180	4,107	366	4,918	536	9,028	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	353	3,782	...	...	404	3,278	...	...	...	...	404	3,278	16
811	14,178	1,356	29,128	3	64	45,030	5,80,320	27	373	8	198	16	339	34	449	58	986	7
1,873	17,935	3,079	19,584	74	714	26,777	1 37,803	114	947	5	39	30	432	357	3,326	392	3,797	17
113	726	631	2,624	...	1	2,318	12,765	10	218	...	...	76	583	1,005	8,643	1,081	9,526	6
134	526	149	613	13	74	4,291	26,459	18	76	149	415	3	11	41	173	193	599	18
14,328	3,03,478	16,091	3,08,801	1,048	24,332	168,935	25,13,918	506	10,224	161	2,357	50	1,357	2,217	38,833	2,448	42,547	2
703	3,761	1,424	11,571	90	435	6,616	33,236	720	6,203	26	307	34	271	516	4,044	576	4,622	19
8,923	1,26,815	4,797	39,253	594	3,904	71,047	5,13,734	123	3,427	493	3,017	904	9,337	1,497	13,452	2,894	25,800	20
4,751	72,544	5,009	74,380	852	10,646	189,417	12,40,074	694	7,205	36	516	192	3,310	428	4,729	656	8,455	21
250	1,957	315	2,645	3	24	4,878	21,436	...	1	2	15	...	...	31	229	33	244	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
342	1,233	373	1,209	6	27	20,115	55,160	19	88	...	1	...	1	41	154	41	156	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
204	669	...	...	...	...	1,438	3,190	...	...	...	...	...	...	...	...	...	...	26
319	6,134	38	737	33	745	384	7,732	51	543	...	4	25	631	152	1,806	177	2,441	8
64	106	7	30	...	2	99	275	2	5	...	...	...	...	5	13	5	13	1
26	21	16	20	1	1	288	202	4	5	...	...	...	...	19	16	19	16	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
43	103	...	...	...	...	49	109	...	...	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	20	174	...	...	...	...	12	88	...	...	12	88	31
74	199	51	170	...	...	303	792	...	1	...	...	...	1	3	7	3	8	6
396	9,420	104	2,856	14	345	645	16,219	44	512	...	...	96	1,659	35	981	131	2,640	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
367,180	52,34,354	168,533	25,36,910	12,322	2,16,306	1,990,391	2,86,19,675	23,609	3,54,260	2,291	31,056	5,260	1,10,428	47,209	5,11,262	54,760	6,52,746	
240,218	47,35,907	160,324	26,17,848	10,599	1,96,352	1,735,492	2,57,52,848	19,888	2,91,714	2,110	33,369	4,236	97,776	50,466	5,10,950	56,812	6,42,095	
16,861	4,99,447	...	...	1,723	17,954	254,899	28,66,827	3,721	62,546	161	...	1,024	13,052	...	312	...	10,651	
...	...	1,791	20,938	...	...	...	...	...	...	...	2,313	...	...	3,257	...	2,052	...	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Number.		Railway system, *vide* Appendix 38.	VI															
			Dyes and Tans.															
			(1) Alizarine and aniline dyes.		(2) Cutch.		(3) Indigo.		(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.		Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a), (b)	Bengal-Nagpur	...	...	362	3,399	23	736	18,104	1,73,702	951	5,401	7,894	65,191	771	11,454	28,105	3,59,283
2	(c) & (f) (a), (c) to (g) & (e) & (p)	Bombay, Baroda and Central India.	2,107	33,131	186	1,259	30	559	163	2,094	1,122	6,753	2,545	44,519	3,230	30,559	9,381	1,30,874
3	...	Eastern Bengal State	...	...	425	3,230	143	1,196	...	...	...	...	5,315	32,445	305	2,533	6,088	39,404
4	...	East Indian	207	4,605	1,199	12,426	1,069	22,905	6,880	43,653	3,599	8,563	6,940	1,31,047	5,112	50,843	24,906	3,73,972
5	...	Great Indian Peninsula	2,044	54,572	900	23,594	391	9,853	31,536	2,18,364	13,756	64,912	11,917	1,87,018	2,939	38,859	63,545	5,07,171
6	(a) to (d)	Madras	457	5,550	76	527	1,441	17,979	2,384	14,383	21,446	1,45,393	16,635	1,02,336	647	8,280	43,086	2,96,457
7	(a) & (b)	Nizam's Guaranteed State.	348	3,996	68	482	7	123	193	833	2,932	16,519	1,522	16,288	137	1,650	5,212	39,890
8	(a) to (g) & (i) to (k)	North Western State	680	18,034	38	403	1,383	31,551	729	10,221	1,176	3,652	5,956	77,178	6,998	85,116	16,940	2,26,159
9	...	Oudh and Rohilkhand State.	48	498	269	1,915	119	934	118	696	522	1,572	2,070	22,805	232	2,577	3,378	31,095
		3′ 3¾″ gauge.																
10	...	Assam-Bengal	...	...	41	163	...	...	1	3	...	...	110	1,245	8	103	160	1,514
11	...	Bengal and North-Western.	78	730	1,116	13,055	291	2,315	315	1,639	2,801	4,659	4,400	41,157	777	7,653	9,778	71,208
12	...	Bengal-Dooars	...	...	1	3	...	...	...	...	...	...	43	230	2	17	46	250
13	...	Bhavnagar Gondal-Junagad-Porbandar.	126	804	16	61	2	13	120	518	47	228	243	1,223	494	1,955	1,098	4,810
14	...	Burma	1	28	3,583	30,939	...	6	119	1,093	422	3,730	1,134	8,044	54	675	5,013	44,415
15	...	Dooghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	(c)	Hyderabad-Godavari Valley.	23	351	37	430	59	1,080	92	151	237	907	304	3,967	74	1,130	766	8,016
17	...	Jodhpur-Bikaner	17	147	4	28	108	1,607	45	195	1,446	8,777	257	1,633	2,026	9,998	3,903	22,445
6	(e) & (f)	Madras	1	3	...	...	...	...	20	37	174	373	80	256	20	252	295	921
18	...	Morvi	5	24	...	...	...	3	...	...	44	167	7	27	29	126	85	347
2	(b) & (h) to (n)	Rajputana-Malwa	1,938	46,709	181	2,116	463	7,240	296	3,294	2,519	14,051	2,933	37,132	2,189	24,285	10,569	1,35,427
19	(a) & (b)	Rohilkund and Kumaon.	7	46	309	1,540	12	63	29	135	2,501	5,578	673	3,631	100	643	3,629	11,631
20	...	South Indian	544	6,073	203	1,186	562	5,019	743	4,958	5,672	43,074	3,512	25,226	803	7,427	12,064	92,963
21	...	Southern Mahratta	318	4,916	243	2,141	203	2,160	11,599	45,209	16,466	53,231	7,983	64,425	651	6,006	37,468	1,78,128
22	...	Udaipur-Chitor	10	65	1	5	7	54	3	17	...	...	62	449	39	258	122	848
		2′ 6″ gauge.																
13	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	...	Barsi Light	6	18	49	122	1	4	10	25	130	445	402	1,106	64	304	662	2,024
25	...	Bukhtiarpore-Behar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	...	Cutch	...	...	...	...	...	...	...	...	...	...	16	45	31	86	47	131
8	(i)	Kalka-Simla	...	...	2	28	...	...	...	...	104	515	14	205	128	2,410	248	3,159
1	(c)	Mourbhanj	...	...	2	8	...	...	130	263	176	418	11	30	3	9	322	728
1	(d)	Parlakimedi Light	...	...	...	1	...	...	263	215	70	60	92	79	5	5	429	360
19	(c)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
31	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	(g) & (k)	Tirupattur-Krishnagiri & Morappur Dharmapuri	1	2	2	3	...	2	10	13	38	101	16	39	2	6	69	171
		2′ 0″ gauge.																
33	...	Darjeeling-Himalayan	...	...	2	44	...	...	...	...	...	...	2	57	11	231	15	332
34	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Howrah-Sheakhala Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
36	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1907	8,966	1,80,330	9,074	98,911	6,909	1,06,365	73,852	5,21,344	78,261	3,02,696	83,036	8,69,026	27,891	2,95,517	287,389	24,63,191
		Total 1906	7,621	1,54,568	9,015	1,00,951	7,050	1,17,734	80,666	6,08,747	82,056	4,05,373	66,159	7,10,507	30,187	3,32,040	283,754	24,29,820
		Increase	1,345	25,762	59	...	...	...	...	...	...	...	16,877	1,58,519	...	...	3,635	33,371
		Decrease	...	...	...	1,940	141	12,369	6,814	87,403	4,795	12,675	...	...	2,296	36,523	...	...

DIX 17—*continued.*

earnings therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

VII						VIII.		(IX—*continued on following page.*)								Number.
Fodder.								Grain and Pulse.								
(1) Oil-cake.		(2) Hay, straw and grass.		Total.		Fruits and vegetables, fresh.		(1) Gram and pulse.		(2) Jowar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.		Males head.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
5,239	28,060	6,082	39,162	11,320	66,122	11,857	94,682	71,521	5,83,100	1,853	5,437	177,287	14,85,959	219,354	16,32,057	1
8,126	51,638	137,534	6,52,132	145,660	7,03,790	29,830	1,37,242	121,893	6,71,057	52,698	2,35,807	9,243	31,833	50,223	3,22,350	2
13,274	30,875	25,801	44,468	39,075	75,343	14,086	56,939	49,133	1,69,677	...	...	315,898	9,90,474	220,723	6,85,173	3
43,134	1,90,711	22,027	83,651	65,161	2,74,362	7,280	1,03,036	258,777	18,83,352	94,916	5,35,644	94,097	2,59,759	225,444	11,48,062	4
19,265	1,16,855	44,574	2,21,453	63,839	3,38,308	21,403	2,02,072	249,868	25,03,833	338,126	24,60,719	4,132	16,524	98,455	6,92,933	5
15,822	62,646	2,803	15,035	18,625	77,731	19,154	1,27,514	115,672	6,60,317	61,813	3,79,631	109,938	4,42,197	209,890	7,73,761	6
936	5,419	4,259	29,490	5,194	34,909	2,587	22,620	27,240	1,31,924	41,530	2,02,539	2,220	9,251	27,235	1,52,650	7
10,537	70,915	23,282	1,06,120	43,809	1,77,035	26,181	1,87,407	4,15,362	28,81,472	206,416	14,98,087	55,820	1,87,155	214,862	14,19,707	8
6,685	27,953	9,568	22,690	15,253	50,655	14,047	53,518	168,474	7,83,630	119,033	3,30,994	7,795	32,405	33,266	1,26,648	9
2,663	11,827	967	6,198	3,650	18,025	1,323	8,431	4,475	25,294	...	...	61,904	2,09,552	159,685	7,51,643	10
9,621	35,944	6,537	23,690	16,158	59,534	33,457	87,319	101,943	5,45,554	123,627	9,13,662	73,164	4,05,748	129,130	5,76,407	11
300	2,503	267	1,735	567	4,238	48	353	3,726	11,051	...	...	2,334	3,671	12,141	40,428	12
801	4,830	639	1,840	1,490	6,670	4,444	17,830	5,875	15,842	19,059	50,818	87	217	11,747	44,273	13
1,940	11,773	2,656	7,651	4,596	19,424	40,886	3,02,596	27,405	2,22,078	527	4,491	708,823	33,55,551	101,709	4,63,620	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	1,795	12,068	...	...	...	...	19,237	88,583	16
1,201	5,029	751	3,025	2,042	8,054	386	2,881	9,603	56,377	12,278	64,746	39	174	15,580	94,294	17
171	552	6,484	12,639	6,655	13,190	1,667	7,851	28,571	1,16,491	52,187	2,98,807	4,820	16,433	38,167	1,67,613	18
128	615	74	238	202	903	354	1,097	2,260	5,696	260	603	5,590	8,449	11,584	23,783	19
12	28	5	62	17	88	205	617	1,778	2,688	10,419	24,814	55	97	476	820	20
6,974	31,131	40,818	2,21,361	47,792	2,52,492	30,919	2,33,347	206,731	19,90,468	67,478	5,68,138	2,754	9,865	60,644	3,64,016	21
650	2,112	5,566	21,855	6,216	23,967	4,218	31,008	52,327	1,44,795	6,452	14,843	5,061	17,33	10,116	29,108	22
45,539	1,64,071	493	2,477	46,034	1,66,548	39,566	2,02,134	72,787	2,96,923	16,991	74,465	102,916	2,78,087	133,917	5,06,283	23
9,936	40,918	7,757	48,193	17,693	89,146	13,923	86,470	70,689	4,37,079	54,593	3,15,874	35,316	1,36,606	58,045	3,33,135	24
19	71	609	2,257	628	2,328	100	577	686	2,654	33	120	3	14	829	3,184	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
154	428	1	6	155	434	74	167	4,655	10,997	2,080	7,064	386	990	1,670	3,923	27
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
...	...	...	...	...	...	11	60	371	1,009	265	504	...	...	935	2,536	29
120	1,232	552	5,296	672	6,518	6,237	45,170	2,696	19,548	265	1,593	6	43	1,096	10,902	30
4	12	21	53	25	65	48	138	191	549	...	1	652	1,312	1,678	3,091	31
3	2	9	11	12	13	135	79	592	423	4	2	1,474	1,199	532	42	32
...	...	...	...	...	...	...	...	1,215	1,686	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
1,733	2,427	16	17	1,749	2,444	59	31	67	67	...	...	1,065	1,270	151	212	35
410	1,031	...	...	410	1,031	...	...	305	1,321	...	...	1,073	5,071	...	...	36
755	1,364	2	4	758	1,368	118	242	799	1,356	35	55	743	1,091	868	1,351	37
46	515	21	280	67	795	48	1,084	1,385	13,372	...	...	9	88	10,191	1,15,948	38
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	40
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	41
212,246	9,02,438	355,249	15,73,122	567,494	24,75,560	324,759	20,13,612	2,087,259	1,42,14,554	1,319,287	79,86,183	1,785,712	79,71,441	2,079,906	1,07,59,054	
199,764	8,72,291	558,661	24,16,473	758,425	32,88,764	277,453	19,58,885	1,990,199	1,39,42,142	1,142,250	69,92,255	1,570,351	65,33,894	2,506,463	1,24,75,853	
12,482	30,147	...	...	...	...	47,306	1,54,727	106,760	2,72,412	177,037	9,93,928	215,361	13,67,847	...	...	
...	...	203,413	8,42,351	100,931	8,13,204	...	...	...	...	...	...	...	...	426,556	17,16,799	

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Numbers.		Railway system, *vide* Appendix 33.	IX								Hides	
			Grain and Pulse—*concld.*									
			(5) Wheat.		(6) Wheat flour.		(7) Others.		Total.		(a) Dressed or tanned.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
		5′ 6″ gauge.	Tons	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a), (b), (e), & (f)	Bengal-Nagpur	103,742	11,22,221	6,698	31,394	6,599	28,898	886,936	49,02,076	...	...
2	(a), (c) to (g) & (a) & (β)	Bombay, Baroda and Central India	94,396	4,38,101	5,371	48,920	10,551	89,030	355,577	18,37,174	46	257
3	...	Eastern Bengal State	1,021	4,714	16,577	1,09,342	6,631	22,89	6,9,98	19,71,006	...	...
4	...	East Indian	231,784	19,64,4 6	66,187	5,35,027	95,901	6,18,502	1,067,106	69,51,032	247	1,880
5	...	Great Indian Peninsula	196,08	18,0 ,563	20,11	1,68,153	18,607	1,61,60.	926,37.	77,99,334	3	976
6	(a) to (d)	Madras	3,562	16,000	5,24	29,867	52,166	3,01,922	560,71	26,03,725	782	6,169
7	(a) & (b)	Nizam's Guaranteed State	7,320	38,752	1,815	10,917	959	5,826	108,429	5,51,893	...	...
8	(a) to (g) & (i) to (k)	North Western State	1,505,936	1,71,96,712	80,93	3,61,384	227,977	19,97,077	2,707,129	2,56, 0,864	230	1,627
9	...	Oudh and Rohilkhand State	1,74,301	10,93,351	27,905	1,65,514	113,684	7,25,378	644,058	32,47,9.2	...	...
		3′ 3½″ gauge.										
10	...	Assam-Bengal	106	88	2,094	13,497	105	1,337	223,032	10,02,203	...	...
11	...	Bengal and North-Western	41,686	190,507	5,490	37,000	259,347	14,28,097	742,412	40,97,035	2	83
12	...	Bengal-Dooars	9	11	827	5,027	470	1,553	19,507	61,741	184	1,127
13	...	Bhavnagar-Gondal-Junagadh-Porbandar	7,121	21,421	346	1,421	17,909	66,274	63,043	2,09,266	2	20
14	...	Burma	1,598	8,746	7,592	67,807	2,550	25,023	850,264	41,70,335	18	184
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...	916	5,858	21,948	1,06,809	...	...
7	(c)	Hyderabad-Godavari Valley	3,611	28,907	207	1,413	432	2,98:	41,755	2,43,876	...	...
17	...	Jodhpur-Bikaner	32,550	1,39,078	1,232	4,107	57,816	2,29,051	222,843	9,89,050	4	30
6	(e) & (f)	Madras	56	303	809	5,990	4,931	28,740	25,469	73,504	6	27
18	...	Morvi	1,119	1,929	150	436	1,493	3,015	15,400	33,713	...	1
2	(b) & (k) to (n)	Rajputana-Malwa	177,810	16,56,509	8,858	57,688	139,716	11,89,456	683,098	58,56,230	23	172
19	(a) & (b)	Rohilkund and Kumaon	22,468	60,093	2,575	7,249	17,806	49,344	117,405	3,22,815	...	...
20	...	South Indian	504	2,698	2,663	13,514	22,858	1,04,209	352,676	12,76,184	868	10,023
21	...	Southern Maratta	17,001	1,11,858	5,598	58,235	25,768	1,27,446	268,000	15,91,187	37	230
22	...	Udaipur-Chitor	2,541	11,019	44	235	1,274	5,158	5,410	22,394	...	...
		2′ 6″ gauge.										
23	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...
24	...	Barsi Light	962	3,218	62	184	104	273	10,319	25,655	...	...
25	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...
26	...	Cutch	1,002	2,722	39	104	21	60	2,633	6,925	...	...
8	(h)	Kalka-Simla	3,083	23,969	2,414	21,416	2,634	17,073	12,194	93,547	...	...
1	(c)	Mourbhanj	6	15	42	115	3	5	2,772	6,088	...	...
1	(d)	Parlakimedi Light	17	12	10	5	332	232	2,961	2,231	...	...
19	(c)	Powayan Light	546	705	...	...	1,741	2,058	3,532	4,449	...	...
29	...	Shahadara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light	...	...	236	282	4	6	1,513	1,827	...	...
31	...	Tezpore-Balipara Light	...	...	...	...	...	...	1,378	6,392	...	...
6	(g) & (i)	Tiruppattur-Krishnagiri and Mofappur-Dharmapuri.	4	8	19	33	230	415	2,721	4,309	3	8
		2′ 0″ gauge.										
33	...	Darjeeling-Himalayan	...	...	1,654	26,309	272	4,582	13,511	1,59,907	...	2
34	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...
35	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...
36	...	Jorhat	...	...	...	...	...	...	...	...	...	...
		Total 1907	2,631,875	2,59,41,958	273,399	17,75,585	1,100,905	72,42,489	11,278,344	7,58,21,258	2,495	22,786
		Total 1906	2,259,163	2,00,01,505	235,730	15,16,751	975,707	58,31,755	10,060,162	6,72,92,385	29,353	1,81,654
		Increase	372,712	59,40,453	37,669	2,59,834	125,198	14,10,733	618,182	85,28,403	...	...
		Decrease	...	...	...	...	...	...	...	...	26,858	1,58,868

DIX 17—*continued.*

earnings therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

X								XI.		XII.		XIII.						Numbers.
HIDES AND SKINS.												JUTE.						
(1) OF CATTLE.		(2) SKINS OF SHEEP, ETC.				TOTAL.		Horns.		Hemp (Indian) and other fibres excluding jute.		(1) Raw.		(2) Gunny bags and cloth.		TOTAL.		
(b) Raw.		(a) Dressed or tanned.		(b) Raw.														
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32).
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs	Tons.	Rs.	Tons.	Rs.	
8,190	91,804	...	...	1,178	8,·63	9,368	1,03,·67	558	4,417	6,523	43,027	17,508	35,691	24,854	2,59,313	42,422	2,95,004	1
1,459	12,998	3	111	3,204	33,895	4,666	47,261	101	1,380	5,325	5 9,199	315	4,089	12,360	86,756	12,675	90,795	2
16,925	1,16,710	...	...	1,287	8,870	18,212	1,25,582	295	1,200	10,536	16,282	979,100	63,78,443	26,340	81,619	1,005,440	61,63,062	3
24,599	3,73,361	24	308	9,065	1,34,688	34,685	5,10,217	743	8,633	30,554	1,88,418	156,878	7,89,691	66,923	9,63,873	223,801	17,53,564	4
5,484	83,405	69	1,15)	13,945	1,74,207	19,528	2,59,747	1,134	16,485	13,592	1,59,607	1,024	16,078	32,770	3,00,634	33,794	3,16,712	5
3,130	23,398	2,213	26,783	26,770	3,39,741	32,901	2,96,034	1,117	10,102	5,630	38,012	1,896	10,016	20,028	1,33,402	21,924	1,43,418	6
418	4,052	...	3	2,100	19,023	2,518	23,078	199	1,506	1,237	14,201	22	101	3,814	30,511	3,836	30,702	7
13,104	1,53,610	99	749	12,106	1,44,425	25,539	3,00,411	289	3,810	624	5,369	94	627	68,842	5,65,818	68,936	5,66,445	8
6,294	41,833	...	...	2,814	13,088	9,108	54,921	705	3,705	9,892	27,562	367	1,972	10,683	58,268	11,050	60,240	9
720	9,613	...	...	22	219	742	9,832	15	205	505	2,072	106,941	2,52,176	1,514	7,112	110,155	2,59,288	10
7,036	46,625	4	54	2,721	15,290	9,764	65,052	113	713	7,325	42,986	7,772	42,217	18,026	1,19,314	25,798	1,60,531	11
...	...	6	31	...	...	100	1,153	1	12	...	2	16,767	54,291	330	1,747	17,106	55,539	12
233	1,544	6	62	494	2,972	735	4,608	6	29	2	13	11	37	2,133	7,805	2,143	7,892	13
3,249	37,017	1	16	37	433	3,305	37,650	43	573	1	29	23	496	18,921	72,714	18,944	73,210	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
205	2,288	...	...	630	6,852	835	9,120	36	386	121	1,649	...	...	2,527	21,002	2,527	21,002	7
716	6,760	2	20	1,092	7,205	1,814	14,015	...	8	123	491	5	23	4,379	14,980	4,384	15,003	17
35	127	24	80	685	1,631	750	1,963	5	25	282	925	...	5	498	1,631	498	1,636	6
56	243	...	...	54	244	110	488	2	12	36	135	3	14	264	865	267	879	18
3,362	35,591	31	324	4,310	43,327	7,725	79,414	73	778	5,913	51,425	539	4,733	18,063	1,23,462	18,602	1,28,195	2
1,194	5,513	...	...	365	1,501	1,459	7,014	113	585	3,926	13,475	39	149	2,473	8,591	2,513	8,740	19
3,616	26,554	1,457	23,144	7,925	45,552	13,864	1,05,273	215	1,589	3,546	26,037	108	771	13,128	63,426	13,236	64,197	20
1,168	7,395	246	1,368	9,013	62,310	10,464	71,331	345	2,959	1,456	12,289	7	31	11,153	71,911	11,160	71,942	21
5	25	...	...	139	727	144	752	...	2	9	67	2	18	245	1,043	247	1,061	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
18	57	...	...	128	343	146	400	4	12	33	100	4	8	1,353	3,569	1,357	3,577	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	...	...	...	...	...	...	54	142	...	...	26	57	26	57	26
50	521	...	...	27	259	77	780	...	10	19	405	...	9	225	2,124	225	2,133	8
1	4	...	...	...	1	1	5	...	...	...	...	2	4	55	133	57	137	1
223	197	...	...	62	54	285	251	1	2	5	4	1	2	57	54	58	56	1
...	...	...	...	...	...	...	...	...	...	462	1,044	...	...	...	...	..	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
26	64	...	...	...	...	26	64	...	...	1	2	493	664	...	...	493	664	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
21	37	46	96	322	504	393	645	6	8	1	2	...	1	115	271	115	272	6
253	3,109	...	2	3	49	256	3,162	7	141	2	31	111	716	183	2,571	294	3,287	39
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
101,699	10,90,935	4,231	54,311	101,408	9,65,063	209,838	21,38,638	6,129	53,426	107,684	7,20,022	1,291,794	73,03,163	3,62,297	30,20,106	1,654,091	1,03,23,269	
119,131	14,66,913	8,338	88,615	127,493	12,57,915	284,315	29,07,127	6,649	61,282	101,142	6,94,154	1,121,575	72,42,084	311,180	25,35,805	1,432,755	97,77,889	
...	...	...	...	...	...	...	...	...	...	6,542	25,896	170,219	61,079	61,117	4,84,301	221,336	5,45,380	
17,422	3,77,979	4,107	34,304	26,085	3,92,813	74,482	8,63,492	520	2,856	...	...	...	...	...	...	...	...	

APPEN

Principal commodities carried by railways and the earnings

[The total quantity of each commodity represents the total weight conveyed over all railways in India.

Number.			XIV.		XV.									
					Leathed.									
Main head.	Sub-head.	Railway system, *vide* Appendix 38.	Lac.		(1) Unwrought.		(2) Wrought, excepting boots and shoes.		Total.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*), (*b*), (*e*) & (*f*).	Bengal-Nagpur	14,230	1,24,927	1,278	10,127	...	...	1,278	10,127	701	2,855	2,542	23,351
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	247	1,467	1,180	14,698	865	12,659	2,045	27,357	1,651	19,802	6,643	42,073
3	...	Eastern Bengal State	1,763	10,431	...	1	31	149	31	150	459	3,837	1,229	13,385
4	...	East Indian	32,215	4,72,325	1,009	42,691	1,008	20,314	2,107	62,998	6,389	57,851	4,208	1,01,125
5	...	Great Indian Peninsula	1,217	13,431	870	11,730	1,250	28,356	2,120	40,085	7,853	91,720	9,556	1,08,765
6	(*a*) to (*d*)	Madras	128	1,637	5,519	66,886	1,181	17,261	6,700	84,147	4,993	57,269	7,157	48,812
7	(*a*) & (*b*)	Nizam's Guaranteed State	21	206	1,173	16,443	152	1,281	1,328	17,724	1,691	15,216	697	5,933
8	(*a*) to (*g*) & (*i*) to (*k*)	North Western State	1,050	14,542	3,248	42,141	1,229	36,034	4,477	78,225	7,218	87,479	5,970	1,47,402
9	...	Oudh and Rohilkhand State	551	3,119	...	...	161	1,580	164	1,550	4,363	16,935	1,933	25,252
		3′ 3½″ gauge.												
10	...	Assam-Bengal	769	7,525	...	...	6	63	6	63	177	1,413	485	3,347
11	...	Bengal and North-Western	1,931	12,607	61	233	326	1,826	387	2,059	43	304	238	2,211
12	...	Bengal-Dooars	2	8	...	...	...	...	...	...	8	98	34	503
13	...	Bhavnagar-Gondal-Junagad-Porbandar	29	67	317	1,811	26	137	343	1,948	19	154	201	1,836
14	...	Burma	1,212	19,249	31	447	54	1,015	85	1,462	2,660	28,833	750	13,549
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	251	2,725	...	...
17	(*c*)	Hyderabad-Godavari Valley	7	86	26	238	72	1,393	98	1,631	11	64	44	508
18	...	Jodhpur-Bikaner	493	2,072	235	2,043	186	2,445	421	4,488	7	55	41	593
19	(*c*) to (*h*)	Madras	...	2	124	306	6	34	130	340	1,981	6,639	527	3,509
20	...	Morvi	5	22	...	1	23	127	23	128	3	7	36	175
21	(*b*) & (*k*) to (*n*).	Rajputana-Malwa	474	4,580	1,030	11,710	321	7,542	1,353	19,252	1,940	18,491	1,627	27,321
22	(*a*) & (*b*)	Rohilkund and Kumaon	180	917	26	88	35	251	61	339	1,018	5,448	213	2,001
23	...	South Indian	195	1,207	7	50	26	425	33	475	544	3,620	4,426	31,468
24	...	Southern Mahratta	53	526	1,263	9,867	83	692	1,346	10,759	1,546	13,541	3,176	24,059
25	...	Udaipur-Chitor	2	9	2	15	2	14	4	29	...	3	5	59
		2′ 6″ gauge.												
26	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Barsi Light	2	4	...	...	31	134	31	134	...	1	20	66
28	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Cutch	...	...	5	14	...	...	5	14	...	...	...	...
30	(*h*)	Kalka-Simla	1	16	6	131	21	489	27	620	1,567	11,348	193	4,297
31	(*e*)	Mourbhanj	...	1	...	...	...	...	...	...	...	...	9	23
32	(*d*)	Parlakimedi Light	...	...	...	1	...	...	...	1	1	2	74	60
33	(*e*)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Tarakeshwar-Mugra Light	...	...	...	...	...	...	...	...	...	...	...	...
36	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	19	120
37	(*j*) & (*k*)	Tiruppattur-Krishnagiri and Morappur-Dharmapuri	...	2	2	4	4	9	6	13	...	2	5	10
		2′ 0″ gauge.												
38	...	Darjeeling-Himalayan	2	42	...	15	16	464	16	479	466	4,883	356	6,840
39	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1907	56,761	6,91,227	17,614	4,31,714	7,125	1,34,953	24,739	3,66,667	47,552	4,50,375	52,443	6,42,137
		TOTAL 1906	43,404	5,63,477	15,553	2,16,543	10,460	1,73,676	25,993	3,90,219	49,551	4,77,517	45,798	5,69,789
		INCREASE	13,357	1,27,750	2,061	15,171	...	...	...	...	...	...	6,645	72,348
		DECREASE	...	...	...	...	3,335	38,723	1,254	23,552	1,999	27,142	...	...

DIX 17—*continued.*

therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

XVI.		XVII—*(contd. on following page).*																		Num-bers.
LIQUORS.		METALS.																		
(3) All other sorts, including toddy and fermented liquor other than ale and beer.		Total.		(1) Brass, unwrought.		(2) Brass manufactures.		(3) Copper, unwrought.		(4) Copper manufactures.		(5) IRON AND STEEL.								
												Unwrought (dust, slag, pig and old for re-manufacture.)		Wrought.						Main head.
														(a) Bars, sheets, girders and other commercial forms of iron and steel.		(b) Machinery and millwork.		(c) Other manufactures, including hardware and cutlery.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
...	...	3,243	26,236	396	3,353	1,402	16,096	74	355	103	1,953	712	4,708	14,641	1,36,486	3,651	56,311	4,383	66,441	1
363	1,896	8,657	63,771	1,320	16,302	703	9,795	383	5,097	331	5,051	932	7,339	30,615	3,32,069	20,528	2,79,696	5,569	74,904	2
...	...	1,688	17,229	1,285	5,552	3,983	33,489	19	95	154	1,168	2,260	4,905	45,553	2,76,638	4,216	17,442	15,866	4,04,590	3
301	2,035	10,898	1,63,811	541	9,583	7,290	84,460	32	636	873	18,112	27,990	1,47,480	69,691	7,95,471	11,712	1,30,457	22,779	3,12,472	4
48	382	17,457	2,00,737	2,497	50,304	1,794	31,899	970	21,278	763	11,740	1,643	21,257	60,636	9,41,123	15,412	2,71,105	11,701	3,43,361	5
5,230	26,539	17,383	1,32,450	300	2,952	1,735	17,197	52	334	315	3,988	1,096	5,277	17,304	1,70,167	7,745	56,947	11,047	1,23,537	6
2,534	11,121	4,722	32,333	199	1,756	262	2,815	529	3,273	101	1,034	184	1,389	4,609	37,753	971	9,840	1,493	22,491	7
863	12,057	14,051	2,46,938	672	6,530	1,543	19,366	191	2,448	637	8,964	3,276	22,519	50,949	7,38,536	4,264	80,228	12,140	2,90,732	8
...	...	6,296	42,237	288	1,227	2,322	14,823	23	108	233	1,068	1,702	5,869	6,788	32,791	2,160	12,075	14,388	76,869	9
...	...	662	4,760	...	1	206	1,747	...	...	5	61	...	...	3,868	24,692	761	9,651	2,186	20,873	10
...	...	300	3,115	206	1,840	1,535	11,863	16	140	320	4,270	334	1,949	7,242	40,042	813	6,177	7,226	48,384	11
...	...	42	606	4	19	38	180	...	...	...	...	...	...	1,634	13,584	110	1,616	962	12,213	12
...	1	220	1,991	148	653	426	1,878	85	473	75	551	57	148	2,141	10,428	712	4,899	1,267	8,083	13
51	542	3,467	42,924	83	707	217	3,044	13	177	105	811	220	1,848	18,648	92,504	2,812	33,118	9,835	88,186	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	251	2,725	...	...	...	...	...	...	...	...	...	...	2,832	25,796	...	...	...	...	16
692	3,884	747	4,456	44	362	151	1,831	2	20	21	321	49	465	2,280	23,514	1,169	11,053	1,755	22,328	7
26	132	74	780	65	316	130	1,353	7	53	66	120	234	819	3,359	17,870	539	3,725	1,113	7,001	17
15	91	2,521	10,239	2	18	32	189	12	128	23	189	4	22	308	2,288	172	1,203	553	2,830	6
...	1	39	163	...	...	40	180	...	...	2	9	...	...	457	1,918	...	...	102	556	18
66	408	3,933	45,220	1,306	27,159	1,655	18,641	341	7,622	603	6,856	1,227	11,569	19,423	1,90,027	4,157	54,202	4,001	49,648	2
...	...	1,231	7,449	62	268	299	2,063	2	18	39	267	175	637	...	...	1,094	5,769	2,503	11,944	19
540	1,728	5,519	36,706	1,090	8,412	879	9,627	43	292	70	707	2,114	10,577	10,269	86,571	3,124	23,998	5,780	47,581	20
7,339	38,033	12,061	75,638	119	1,309	795	7,961	69	924	344	3,645	492	3,914	10,920	88,678	2,987	27,899	4,065	48,545	21
...	...	5	62	10	57	2	15	3	20	6	34	13	73	195	1,189	4	21	100	602	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
7	26	27	93	2	6	107	392	...	...	67	214	3	11	1,563	4,437	517	2,025	233	723	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	...	...	...	2	5	...	...	2	4	1	4	3	9	90	246	1	1	89	243	26
26	619	1,789	16,264	6	67	21	406	2	49	7	146	23	243	890	12,882	175	3,672	99	1,980	8
...	...	9	23	2	7	12	41	...	...	...	...	12	38	110	272	3	8	73	184	1
...	...	75	62	...	...	7	8	...	...	...	...	17	14	76	62	7	8	24	21	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	7	1	3	3	6	30
...	...	19	120	...	...	...	...	...	...	...	...	16	96	...	...	...	...	...	...	31
53	135	58	147	1	2	4	13	1	9	1	2	3	3	124	235	2	5	54	122	6
...	...	742	11,723	...	...	47	1,096	...	...	4	79	50	763	457	9,741	103	2,186	231	4,752	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
16,161	99,509	118,186	11,22,020	10,629	1,38,798	27,727	2,91,483	2,871	44,623	5,458	71,814	43,949	2,53,941	387,483	41,01,905	89,422	11,18,100	141,645	16,00,252	
19,867	1,11,891	115,216	11,59,297	12,030	1,63,734	31,641	3,25,747	2,050	44,206	6,120	79,999	87,779	3,35,931	438,426				45,65,916	167,175	21,47,806
...	...	2,970	32,723	...	...	...	...	...	417	...	...	...	...	38,479	...	...	6,54,087	...	...	
1,706	12,483	...	...	2,601	24,938	3,914	44,284	179	...	670	8,185	43,830	81,990	...	...	...	...	26,530	5,47,556	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Numbers.		Railway system, *vide* Appendix 38.	XVII—*concluded.* Metals—*concluded.* (6) Metallic ores.		(7) Others.		Total.		XVIII. Mineral substances. (1) Marble and stone.		(2) Chalk and lime.		(3) Others.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(c), (b), (e) & (f)	Bengal-Nagpur	535,329	10,13,467	2,394	33,005	553,373	12,21,175	39,636	72,689	39,187	1,65,359	507	2,886
2	(a), (e) to (g) & (c) & (p)	Bombay, Baroda and Central India.	44,336	1,71,310	12,603	76,887	117,320	9,79,110	73,071	1,55,897	12,431	29,870	2,487	7,023
3	...	Eastern Bengal State	...	...	12,690	43,380	85,525	4,87,079	22,704	18,270	18,862	36,461	...	...
4	...	East Indian	25,073	23,744	6,597	1,15,139	171,593	16,45,543	241,679	6,00,399	117,254	6,56,363	2,101	41,307
5	...	Great Indian Peninsula ...	344,200	24,09,461	2,861	69,457	422,567	40,59,914	124,416	4,11,472	37,127	87,464	9	158
6	(c) to (d)	Madras	8	31	2,511	21,880	42,113	4,01,670	103,277	3,05,956	19,218	97,316	1,525	1,474
7	(a) & (b)	Nizam's Guaranteed State ...	...	5	382	4,529	8,961	84,963	24,038	66,124	516	2,933	7	81
8	(a) to (g) & (c) to (f)	North Western State	6,061	54,904	3,014	61,367	83,016	11,99,696	252,219	4,00,334	66,032	2,07,647	281	1,683
9	...	Oudh and Rohilkhand State ...	...	...	762	4,031	28,646	1,46,841	52,335	75,224	23,203	30,455	20,313	13,279
		3′ 3½″ gauge.												
10	...	Assam-Bengal	...	...	1,359	19,404	3,326	70,719	25,003	53,301	1,339	5,723	...	...
11	...	Bengal and North-Western ...	514	3,204	2,485	20,415	20,997	1,38,284	20,417	38,112	10,937	35,821	80	276
12	...	Bengal Dooars	...	...	669	3,901	3,397	30,515	17	369	553	2,323	...	...
13	...	Bhavnagar-Gondal-Junagad-Porbandar.	7	23	246	1,376	5,164	28,505	141,144	1,01,836	1,634	4,387	112	302
14	...	Burma	69	155	386	3,490	31,868	2,31,049	86,438	1,20,129	18,372	89,364	784	5,421
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	1,102	8,771	3,934	34,587	1,309	972	1,899	4,861	5	50
17	(d).	Hyderabad-Godavari Valley ...	...	...	247	2,714	5,458	61,603	1,776	7,038	...	...	...	...
18	(d) & (f)	Jodhpur-Bikner	2	26	526	4,333	6,041	36,016	16,930	40,053	16,732	23,341	15	123
19	...	Madras	...	...	332	2,518	1,438	9,335	554	3,766	564	1,164	...	...
20	...	Morvi	...	...	8	37	609	2,700	14,852	10,924	974	636	...	...
21	(b) & (h) to (n)	Rajputana-Malwa ...	35,370	47,631	2,611	42,549	71,099	4,55,891	73,609	2,03,091	16,558	29,671	391	1,031
22	(a) & (b)	Rohilkund and Kumaon ...	4	19	267	1,360	4,445	22,930	4,513	7,972	1,610	2,380	1	2
23	...	South Indian	174	1,536	1,143	8,291	24,786	1,95,892	239,814	3,03,101	6,107	28,180	7,111	6,961
24	...	Southern Mahratta	101,206	5,71,798	967	10,036	122,603	7,78,208	40,093	91,333	14,765	12,412	11	59
25	...	Udaipur-Chitor	...	...	27	162	360	2,192	630	2,405	10	44	...	...
		2′ 6″ gauge.												
26	...	Baraset-Basirhat Light ...	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Barsi Light	...	...	45	170	2,547	7,983	512	1,726	64	37	...	...
28	...	Bukhtiarpore-Behar Light ...	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Cutch	...	...	43	231	639	...	6	3	16	45	...	...
30	(b)	Kalka-Simla	...	...	9	189	1,231	19,613	562	3,603	830	9,801	120	1,978
31	(c)	Mourbhanj	...	...	4	13	216	564	217	211	18	51	...	...
32	(d)	Parlakimedi Light	...	...	35	39	166	152	15	12	12	13	...	...
33	(e)	Powayan Light	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Shahd ra (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Tarakeshwar-Magra Light ...	...	...	13	23	22	39	...	...	13	26	24,930	10,747
36	...	Tezpore-Balipara Light ...	...	...	...	...	16	96	...	...	75	207	...	...
37	(a) & (b)	Tirupattur-Kri-hnagiri and Morappur-Dharmapuri.	...	...	11	30	201	421	370	199	2	2	...	...
		2′ 0″ gauge.												
38	...	Darjeeling-Himalayan	25	480	112	2,396	1,023	21,493	354	816	786	7,336	...	...
39	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Howrah-Sheakhala Light ...	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat—	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1907 ...	1,063,284	43,01,169	56,609	654,154	1,820,016	1,24,76,217	1,562,902	24,96,540	434,274	15,05,772	60,767	89,723
		TOTAL 1906 ...	...	...	923,491	39,75,539	1,670,512	1,16,48,573	...	...	1,804,631	41,91,684	...	...
		INCREASE ...	...	...	196,179	8,79,793	188,534	8,27,244	...	...	139,412	3,12,190	...	...
		DECREASE ...	...	...	...	...	...	...	...	...	...	...	...	...

DIX 17—*continued.*

the earnings therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

Total.		XIX. Oils. (1) Kerosine.		(2) Castor.		(3) Coconut.		(4) Mustard and rape.		(5) Others.		Total.		Number.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
79,324	2,35,164	33,805	3,45,161	2,326	18,759	1,109	8,863	1,798	12,988	2,061	17,168	40,929	4,02,936	1
88,369	1,87,790	22,066	2,26,402	2,096	20,585	646	10,667	370	2,254	4,892	46,743	30,280	3,06,681	2
41,506	54,831	162,657	4,13,216	217	1,869	1,723	17,285	9,084	55,235	1,331	6,849	1,75,112	4,94,423	3
3,91,084	12,98,069	90,657	8,43,561	1,886	18,387	2,417	22,706	5,760	50,408	4,183	55,732	1,04,903	9,90,844	4
161,552	4,80,092	67,045	9,54,553	1,352	17,751	2,847	50,676	57	840	12,889	1,42,139	83,640	11,65,959	5
129,017	2,45,446	45,241	3,35,696	3,097	12,796	5,035	47,337	421	3,736	14,928	93,734	68,722	4,93,299	6
25,161	69,188	7,149	53,795	417	2,976	166	2,405	3	62	660	7,369	8,395	66,607	7
319,401	6,09,544	34,574	6,71,422	799	10,790	1,490	18,172	1,270	10,024	6,072	62,388	44,195	7,92,774	8
100,851	1,19,453	19,819	95,402	370	2,489	76	374	506	2,223	725	5,672	21,396	1,06,160	9
26,842	59,024	15,613	48,462	53	493	109	1,158	1,165	10,142	165	1,740	17,105	61,995	10
31,404	74,309	30,226	1,11,171	718	4,923	99	778	1,261	12,667	544	4,484	28,847	1,34,003	11
570	2,892	2,291	9,123	5	13	27	154	284	1,671	63	552	2,670	11,513	12
118,090	1,06,445	4,714	18,862	252	1,160	135	678	164	354	629	3,193	5,894	24,247	13
105,594	2,14,917	13,008	1,03,627	259	3,006	790	9,014	54	703	9,112	77,340	22,223	1,93,690	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
3,212	5,883	9,134	27,299	...	...	...	...	...	...	...	...	9,134	27,299	16
1,776	7,938	8,308	31,963	131	1,108	162	1,842	...	...	1,072	9,533	4,673	44,446	7
23,677	62,617	4,289	31,130	200	1,513	65	245	8	59	1,154	8,000	5,690	40,946	17
1,118	4,952	2,203	9,090	24	51	1,681	4,044	...	...	1,562	3,685	5,190	16,900	6
15,826	11,554	179	455	19	71	8	31	1	4	68	286	276	847	18
90,618	2,33,793	12,857	1,01,679	941	8,469	262	3,343	549	3,611	3,861	32,715	18,300	1,49,817	2
6,129	10,354	2,488	8,234	49	168	22	164	91	598	95	923	2,745	10,087	19
211,832	2,38,242	35,204	2,11,922	2,778	16,500	1,141	5,360	71	410	16,193	61,210	55,387	2,95,501	20
54,874	1,03,803	30,249	1,02,263	880	7,886	2,376	17,508	1	3	4,457	30,943	37,963	2,49,298	21
640	2,349	272	1,267	8	45	3	11	3	9	11	79	197	1,511	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
576	1,763	1,001	2,467	17	56	174	536	...	...	606	1,586	1,798	4,645	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
24	48	98	319	2	1	1	2	...	...	3	9	104	331	26
1,513	15,282	805	9,266	4	103	...	7	9	119	60	1,017	878	10,512	8
235	232	57	183	2	3	2	4	4	14	6	14	71	223	1
27	23	264	156	3	5	4	3	1	1	3	6	275	171	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
24,973	10,773	4	9	...	...	...	...	183	254	...	...	187	263	30
75	207	...	...	...	...	50	342	...	...	...	...	50	342	31
372	200	453	854	9	17	4	8	...	...	598	1,060	1,064	1,939	6
1,142	8,162	858	11,253	2	44	5	114	336	4,766	30	577	1,231	16,754	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
2,057,913	44,94,074	647,198	48,71,092	18,916	1,52,324	21,718	2,23,830	23,454	1,73,154	87,223	6,99,773	7,99,509	61,17,043	
1,893,501	41,81,884	586,217	42,70,819	20,064	1,48,454	19,708	1,91,731	23,973	2,43,572	83,865	6,29,512	7,36,627	54,84,078	
159,412	3,12,190	60,981	6,00,243	...	3,870	3,010	32,099	...	...	3,358	67,072	63,982	6,32,235	
...	...	...	...	1,148	...	...	...	3,249	70,718	...	...	...	...	

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

XX (*continued*

Number.		Railway system, *vide* Appendix 38.	Oil-seeds.			
			(1) Castor.		(2) Earthnuts.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
		5′ 6″ gauge.	Tons.	Rs.	Tons	Rs.
1	(a), (b), (c) & (e).	Bengal-Nagpur	1,998	6,691	1,031	3,206
2	(a), (c) to (g) & (o) and (y).	Bombay, Baroda and Central India	23,795	1,57,006	1,668	15,178
3	...	Eastern Bengal State	1,389	2,668	...	...
4	...	East Indian...	39,683	2,36,151	522	3,868
5	...	Great Indian Peninsula	55,128	3,44,451	13,463	1,46,467
6	(a) to (z)	Madras	61,252	1,93,702	9,138	37,148
7	(a) & (b)	Nizam's Guaranteed State	90,822	5,03,309	90	634
8	(c) to (g′ & (c) to (k)	North Western State	630	4,566	216	2,626
9	...	Oudh and Rohilkhand State	5,555	21,554	32	259
		3′ 3½″ gauge.				
10	...	Assam-Bengal	44	194	...	...
11	...	Bengal and North-Western	12,167	28,327	...	...
12	...	Bengal-Dooars	3	63	...	...
13	...	Bhavnagar-Gondal-Junagad-Porbandar	3,767	15,247	282	1,443
14	...	Burma	11	98	2,752	24,067
15	...	Deoghur	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...
17	(e)	Hyderabad-Godavari Valley	190	845	87	446
17	...	Jodhpur-Bikaner	16	35	13	61
6	(d) & (f)	Madras	165	680	43	170
18	...	Morvi	60	125	9	38
2	(b) & (k) to (n)	Rajputana-Malwa	24,062	58,852	1,173	11,608
19	(a) & (b)	Rohilkund and Kumaon	3,582	9,783	41	277
20	...	South Indian	6,034	35,326	1,23,201	2,72,750
21	...	Southern Mahratta	10,681	54,235	5,509	31,544
22	...	Udaipur-Chitor	...	...	8	56
		2′ 6″ gauge.				
23	...	Baraset-Basirhat Light	...	...	...	...
24	...	Barsi Light	165	333	4,070	9,315
25	...	Bukhtiarpore-Behar Light	...	...	...	...
26	...	Cutch	128	25	53	165
8	(k)	Kalka-Simla	...	2	...	...
1	(c)	Mourbhanj	...	2	...	...
1	(d)	Parlakimedi Light	1	1	...	...
19	(c)	Powayan Light	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...
30	...	Tarakeswar-Magra Light	...	...	...	...
31	...	Tezpore-Balipara Light	...	...	...	...
6	(g) and (k)	Tirupattur-Krishnagiri and Morappur-Dharmapuri ...	507	857	28	56
		2′ 0″ gauge.				
33	...	Darjeeling-Himalayan	...	...	...	...
34	...	Howrah-Amta Light	...	...	...	...
35	...	Howrah-Sheakhala Light	...	...	...	...
6	...	Jorhat	...	...	...	...
		TOTAL 1907 ...	343,470	17,05,328	163,429	5,68,453
		TOTAL 1906 ...	227,503	11,68,871	130,805	4,09,501
		INCREASE ...	115,967	5,36,457	32,624	1,58,951
		DECREASE ...	...	...	...	...

DIX 17—*continued.*

the earnings therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

on following page).

(3) Linseed.		(4) Poppy.		(5) Rape and mustard.		(6) Til or jinjili.		Nyasa.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Maig lead.
(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
17,342	1,74,336	474	2,353	13,182	1,07,515	35,978	2,87,381	1
6,144	60,052	24,798	1,68,288	37,975	2,75,060	31,558	2,36,813	
15,086	42,393	.....	.....	31,567	1,12,372	1,490	6,177	3
193,067	12,36,891	26,031	1,63,259	168,108	12,42,510	21,107	1,16,496	4
108,868	12,50,732	21,945	2,77,574	69,821	8,13,760	100,388	10,83,371	5
192	1,269	130	833	1,898	12,061	36,459	1,46,787	6
7,089	16,290	131	667	145	867	21,079	1,47,644	7
1,112	8,589	906	6,391	76,038	7,15,100	13,550	78,123	8
17,093	63,580	13,940	75,419	39,508	1,50,131	6,938	33,084	9
93	159	1	13	1,717	7,230	1,543	4,566	10
105,604	4,34,788	5,069	25,543	77,829	3,62,371	1,716	8,804	11
1	14	.....	.....	1,641	7,468	1	1	12
1	2	0	33	105	338	5,408	19,184	13
1	11	1	27	8	89	6,125	36,035	14
.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	16
31,749	1,49,410	51	411	8	74	2,961	21,336	7
3	10	7	23	19,775	63,898	5,462	19,771	17
.....	1	.....	1	31	113	260	437	6
.....	.....	.....	1	.....	.....	726	1,071	18
8,739	44,182	26,474	1,57,406	58,438	2,90,728	27,421	1,54,979	2
2,709	6,703	4,793	7,391	9,051	29,674	2,534	6,763	19
7	54	49	233	1,559	9,480	30,062	1,58,219	20
6,618	35,279	535	4,867	1,161	7,965	20,440	1,62,367	21
87	250	1,120	2,474	24	70	1,387	4,481	22
.....	.....	.....	.....	.....	.....	.....	.....	23
2,515	22,515	18	40	21	50	305	772	24
.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	27
1	11	4	41	.....	.....	10	266	8
7	14	.....	.....	50	125	89	195	1
.....	.....	.....	.....	25	19	312	198	1
.....	.....	.....	.....	555	225	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	154	187	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	1	4	11	591	229	6
.....	.....	.....	.....	.....	.....	.....	3	33
.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	36
526,383	36,47,415	131,486	8,93,313	610,398	42,10,930	374,918	27,37,443	
390,070	27,01,866	116,384	8,08,480	398,512	27,59,732	356,507	27,35,532	
136,313	8,85,549	15,102	84,833	241,886	14,52,198	18,411	1,901	

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways

Number.			XX.				XXI.		XXII.		XXIII			
			Oil-seeds—*concld.*								Provi			
Main head.	Sub-head.	Railway system, *vide* Appendix 38.	(7) Others.		Total.		Opium.		Paper and pasteboard.		(1) Dried fruits and nuts.		(2) Ghee.	
			Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(*a*),(*b*),(*e*) & (*f*).	Bengal-Nagpur	14,492	79,721	84,497	6,66,403	54	1,498	1,147	20,724	10,701	88,950	4,698	64,792
2	(*a*), (*c*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India.	16,204	88,182	144,142	10,30,579	1,313	45,381	2,926	39,723	21,530	2,04,063	5,571	58,460
3	...	Eastern Bengal State . .	2,006	8,327	50,546	1,72,337	16	196	9,524	18,444	773	4,931	974	7,963
4	...	East Indian	63,416	3,51,661	514,634	34,01,136	7,033	1,79,685	10,611	1,61,905	7,315	95,877	15,385	3,38,651
5	...	Great Indian Peninsula . .	249,163	25,08,215	618,776	64,24,670	534	24,426	3,834	64,063	39,029	5,78,891	10,610	1,37,499
6	(*a*) to (*d*)	Madras	48,357	2,43,472	157,426	6,35,292	74	2,327	1,241	17,820	11,242	55,734	6,141	53,591
7	(*a*) & (*b*)	Nizam's Guaranteed State .	9,020	36,657	128,328	7,06,138	45	1,797	709	7,924	11,911	89,259	745	8,973
8	(*a*)to(*g*)& (*i*)to(*k*).	North Western State . .	112,730	12,55,188	204,188	20,70,582	58	969	4,511	89,790	28,046	5,02,549	9,520	96,825
9	...	Oudh and Rohilkhand State .	36,057	1,45,368	124,128	4,89,995	1,685	40,854	2,940	20,794	2,321	17,328	2,437	16,975
		3′ 3¾″ gauge.												
10	...	Assam-Bengal	168	777	3,506	12,989	5	90	169	1,139	601	5,061	229	2,113
11	...	Bengal and North-Western .	8,589	38,852	210,974	8,98,470	7,679	1,15,388	3,652	9,827	1,439	17,145	3,934	37,993
12	...	Bengal Dooars	8	88	1,654	7,634	...	...	49	337	51	148	8	37
13	...	Bhavnagar-Gondal-Junagad-Porbandar.	18,197	55,068	27,769	91,315	16	203	188	1,153	3,119	14,379	1,736	11,738
14	...	Burma	471	3,432	9,369	63,769	31	599	810	11,441	1,007	9,267	809	12,168
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	...	...	...	...	...	...	...	...	1,257	8,188	...	...
7	(*c*)	Hyderabad-Godavari Valley .	45,960	3,01,375	70,946	4,73,797	3	217	249	3,049	2,395	26,328	494	5,902
17	...	Jodhpur-Bikaner . . .	16,163	40,963	41,439	1,24,790	18	271	127	886	2,950	12,129	3,803	29,931
6	(*e*) & (*f*)	Madras	1,066	3,023	1,565	4,424	9	112	12	74	428	1,667	216	869
18	...	Morvi	2,563	4,465	3,358	6,600	8	46	86	417	120	377	73	284
2	(*b*) & (*h*) to (*n*).	Rajputana-Malwa . .	23,622	1,42,168	169,829	8,59,913	2,356	37,884	2,602	43,280	14,210	1,59,190	8,115	89,649
19	(*a*) & (*b*)	Rohilkund and Kumaon .	740	1,501	23,430	62,092	387	7,529	107	601	438	3,157	378	1,951
20	...	South Indian	1,775	9,625	163,587	4,85,687	...	...	2,527	44,450	548	3,814	1,460	11,346
21	...	Southern Mahratta . . .	73,174	4,55,570	119,527	8,02,727	5	51	642	9,012	28,666	1,82,163	5,821	39,057
22	...	Udaipur-Chitor . . .	234	837	2,860	9,169	19	123	47	274	522	2,721	119	763
		2′ 6″ gauge.												
23	...	Barasat-Basirhat Light . .	...	...	...	...	...	...	...	...	...	...	...	...
24	...	Barsi Light.	15,355	36,094	39,339	69,119	...	...	51	217	1,951	3,015	95	314
25	...	Bukhtiarpore-Behar Light .	...	...	...	...	...	...	...	...	...	...	...	...
26	...	Cutch	146	433	347	623	...	...	19	58	882	2,070	2	4
9	(*k*)	Kalka-Simla	36	450	51	770	4	115	208	5,144	105	1,713	21	255
1	(*c*)	Mourbhanj	147	311	293	647	...	...	13	24	6	17	22	65
1	(*d*)	Parlakimedi Light . . .	543	436	881	656	...	...	2	2	7	9	...	...
19	(*c*)	Powayan Light	...	...	555	925	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light .	...	...	154	187	...	...	3	18	...	...	35	57
31	...	Tezpore-Balipara Light . .	28	233	28	233	...	...	...	...	...	...	...	...
6	(*g*) & (*h*)	Tirupattur-Krishnagiri and Morappur-Dharmapuri.	534	902	1,664	2,747	...	...	4	11	7	15	15	42
		2′ 0″ gauge.												
33	...	Darjeeling-Himalayan . .	...	...	...	3	...	5	92	2,529	14	326	54	933
34	...	Howrah-Amta Light . . .	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Howrah-Sheakhala Light . .	...	...	...	...	...	...	...	...	...	...	...	...
36	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1907 .	759,964	68,14,506	2,910,043	1,95,75,387	21,352	4,59,656	49,101	5,97,120	190,191	20,91,381	84,611	10,29,560
		TOTAL 1906 .	700,533	54,70,946	2,290,314	1,61,13,978	23,381	5,03,536	49,554	6,00,500	178,083	20,24,039	92,109	11,78,661
		INCREASE .	59,431	3,43,560	619,734	34,61,409	...	...	...	...	12,108	67,342	...	...
		DECREASE .	...	...	...	...	2,029	43,880	453	3,380	...	...	7,498	1,49,091

DIX 17—*continued.*

the earnings therefrom during the calendar year 1907.

in India and is therefore not the same as the total production.]

SIONS.	XXIV. RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS.														XXV.		Nirsas.
(3) Others.		Total.		(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(3) Materials. (a) Steel rails and fish-plates.		(b) Sleepers and keys of steel and cast-iron.		(c) Others.		Total.		Salt.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
6,340	76,834	21,939	2,30,576	192	1,486	1,798	2,693	1,590	16,080	2,508	23,061	53,865	3,46,638	59,953	3,89,156	116,222	7,33,416	1
31,061	2,01,530	53,162	4,64,053	372	3,245	801	8,210	6,536	26,792	494	2,218	30,536	1,50,667	38,739	1,94,122	189,173	5,40,670	2
12,487	71,901	14,234	84,785	14	39	...	...	1,211	4,449	68	21	293	1,347	1,606	5,856	90,751	4,42,305	3
88,834	9,83,995	113,034	14,19,523	2,659	24,153	53	907	2,098	10,134	14	287	105,327	4,61,914	110,151	4,97,400	289,341	11,92,721	4
63,279	5,17,667	162,918	12,34,057	425	3,630	719	8,088	1,346	14,745	18,474	1,06,488	6,720	52,541	27,684	1,85,492	230,126	21,94,343	5
138,183	9,82,136	155,566	10,91,461	34	215	3	54	536	3,044	87	607	1,514	8,600	2,174	12,520	103,523	4,05,309	6
7,634	39,037	20,280	1,37,319	...	...	...	...	32	193	...	1	...	...	32	194	35,912	1,82,181	7
13,347	2,23,967	61,313	8,23,361	213	1,675	1,097	14,753	5,653	50,747	21,462	2,00,011	81,697	3,35,623	110,142	6,02,712	127,458	7,90,166	8
2,456	14,452	7,114	48,153	...	...	...	...	...	...	...	...	16	35	16	34	60,237	2,78,519	9
4,193	35,669	4,923	42,842	...	...	...	...	534	5,513	...	...	461	736	995	6,249	23,033	91,230	10
24,018	85,559	29,391	1,40,997	...	...	...	...	...	...	...	...	...	...	...	...	118,852	5,11,066	11
1,413	8,149	1,472	8,334	...	...	...	...	50	767	54	159	...	...	104	926	4,458	12,861	12
4,697	21,271	9,552	47,388	291	1,005	5	44	26	35	1	3	1,118	1,635	1,351	2,722	6,304	10,322	13
36,266	3,97,681	36,073	4,19,116	34	57	...	...	4,969	38,950	10	12	106	100	5,119	39,119	20,754	2,10,130	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	1,257	3,188	...	...	...	...	...	...	...	...	...	...	...	...	1,239	6,196	16
3,750	17,961	6,639	50,191	...	...	...	...	...	...	...	...	...	2	...	2	12,063	1,08,600	17
2,169	10,647	8,622	52,907	...	...	5	7	258	973	1	2	4,560	12,023	4,824	13,005	25,350	1,18,011	17
6,445	23,334	7,089	25,870	...	...	1	12	105	818	10	53	7	57	123	940	2,571	5,217	6
314	1,117	507	1,778	...	...	...	...	61	87	...	...	...	...	61	87	909	1,363	19
14,509	97,304	36,834	3,46,143	202	1,040	441	2,217	4,943	38,192	78	268	259,861	2,01,343	265,524	2,40,059	286,461	25,55,671	2
919	4,934	1,735	10,042	...	...	...	...	69	492	4,754	13,095	877	3,350	5,700	16,937	25,314	1,00,566	19
37,378	2,11,857	39,386	2,37,019	52	150	2	9	55	132	47	254	66	194	222	739	88,832	3,18,980	20
16,594	1,01,145	49,081	3,22,365	...	...	51	1,049	2,210	10,088	333	4,707	2,121	19,206	5,215	35,050	58,500	4,69,022	21
115	454	756	3,937	...	...	...	...	...	...	...	...	2	50	2	50	1,430	5,466	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
116	454	1,263	3,763	...	...	...	...	...	...	...	...	...	...	...	...	5,529	25,073	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
4	9	388	2,983	...	...	1	3	...	...	...	...	...	...	1	3	...	...	26
307	5,902	433	7,870	...	...	...	...	...	...	...	...	...	...	...	...	1,253	9,987	8
37	97	65	179	...	...	...	...	...	...	...	...	521	489	521	489	1,145	2,214	1
54	54	61	63	...	...	...	...	...	...	...	...	9	8	9	8	673	295	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,002	822	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
1,571	1,649	1,606	1,706	...	...	...	...	...	...	...	...	...	...	...	...	141	205	30
25	137	25	137	...	...	...	...	...	...	75	436	...	...	75	436	12	94	31
2,741	4,885	2,763	4,942	...	...	...	...	...	1	...	...	...	...	...	1	2,422	3,819	6
2,418	35,777	2,486	37,036	...	...	...	...	...	...	...	...	...	...	...	...	1,308	20,410	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
513,654	41,78,113	788,466	72,99,084	4,393	36,700	4,977	33,236	32,291	2,22,232	49,010	3,50,638	549,684	15,99,448	640,350	22,44,309	1,902,792	1,74,37,290	
457,341	35,79,809	707,533	67,82,529	4,143	31,476	4,427	28,581	171,216	6,50,776	29,036	1,66,894	529,968	19,44,496	679,399	27,27,922	1,843,138	1,13,78,754	
76,333	5,98,304	80,933	5,16,555	255	5,224	550	9,665	...	...	19,964	1,84,089	19,816	...	...	...	59,654	59,536	
...	...	...	...	...	...	...	...	78,924	6,23,544	...	...	...	2,48,047	38,939	4,77,613	...	...	

APPEN

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways in India

Numbers.			XXVI. Saltpetre and other saline substances.						XXVII. Silk.									
			(1) Saltpetre.		(2) Other saline substances.		Total.		(1) Raw.				(2) Piece goods.				Total.	
									(a) Foreign.		(b) Indian.		(a) Foreign.		(b) Indian.			
Main head.	Sub-head.	Railway system, *vide* Appendix 33.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
		5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a), (b) (c) & (f)	Bengal-Nagpur . .	192	1,740	861	5,740	1,053	7,480	...	...	550	3,862	...	...	...	...	550	3,862
2	(a), (c) to (g) & (c) & (p)a	Bombay, Baroda and Central India.	1,624	11,394	1,559	18,513	3,183	29,907	248	5,452	46	1,041	14	420	90	2,311	399	9,224
3	...	Eastern Bengal State .	100	598	3,474	11,525	3,574	12,123	...	...	512	4,673	...	...	...	...	512	4,573
4	...	East Indian. . .	22,442	2,51,983	20,424	1,34,748	42,866	3,86,631	...	...	512	5,852	...	...	125	4,342	637	10,194
5	...	Great Indian Peninsula	677	8,693	3,937	44,407	4,614	53,100	117	1,694	167	10,931	64	5,361	6	318	374	18,304
6	(a)to(d)	Madras . . .	1,282	27,256	...	...	1,282	27,256	...	8	291	6,126	5	26	5	191	301	6,351
7	(a) & (b.	Nizam's Guaranteed State.	188	1,338	806	5,342	994	6,680	...	...	...	5	...	...	...	...	...	5
8	(a)to (g) & (c) to (k)	North Western State .	6,563	35,419	5,818	58,536	12,381	93,955	241	4,328	207	5,530	27	585	26	930	501	11,423
9	...	Oudh and Rohilkhand State.	1,241	4,953	367	1,689	1,608	6,642	...	...	...	...	...	...	...	...	...	...
		3′ 3¾″ gauge.																
10	...	Assam-Bengal . .	...	...	1	2	1	2	...	...	33	335	...	...	...	4	33	339
11	...	Bengal and North-Western.	11,899	45,007	7,099	29,931	18,998	74,938	...	...	4	43	...	...	11	126	15	169
12	...	Bengal-Dooars . .	...	...	65	267	65	267	...	...	...	...	...	...	...	...	...	...
13	...	Bhavnagar-Gondal-Junagad-Porbandar.	44	240	37	173	81	413	8	33	1	7	...	1	...	1	9	42
14	...	Burma . . .	1	18	39	597	40	615	45	1,233	14	278	2	38	1	17	62	1,566
15	...	Deoghur . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	(c)	Hyderabad-Godavari Valley.	76	650	121	1,033	197	1,683	3	60	2	30	...	1	5	135	10	226
17	...	Jodhpur-Bikaner .	530	2,032	1,920	9,750	2,450	11,782	14	63	...	2	2	29	1	6	17	100
6	(e)& (f)	Madras . . .	1,046	10,234	...	...	1,046	10,234	...	...	...	...	...	...	1	7	1	7
18	...	Morvi . . .	5	14	...	...	5	14	...	...	...	...	...	...	...	...	...	...
2	(b)&(k) to (n).	Rajputana-Malwa .	6,421	41,775	2,513	22,350	8,934	64,125	156	7,536	10	329	10	723	57	2,470	233	11,058
19	(a)&(b)	Rohilkund and Kumaon	172	406	2,110	4,205	2,282	4,611	...	...	...	...	...	...	...	...	...	...
20	...	South Indian . .	414	2,280	10	98	424	2,378	8	161	8	110	...	1	7	63	23	335
21	...	Southern Mahratta .	251	2,151	228	1,620	479	3,771	125	2,262	268	2,015	...	...	...	...	393	4,297
22	...	Udaipur-Chitor . .	35	216	55	280	90	496	1	7	...	...	...	...	...	...	1	7
		2′ 6″ gauge.																
23	...	Barsaet-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24	...	Barsi Light . .	7	17	60	190	67	207	...	...	2	9	...	...	...	3	2	12
25	,,	Bukhtiarpore-Behar Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	...	Cutch	10	26	4	11	14	37	3	8	...	...	...	...	...	...	3	8
8	(h)	Kalka-Simla . .	7	113	34	482	41	595	...	4	...	...	...	1	...	...	...	5
1	(c)	Mourbhanj . .	...	...	...	2	...	2	...	...	...	1	...	...	...	...	...	1
1	(d)	Parlakimedi Light .	4	5	...	...	4	5	...	...	...	...	...	...	...	...	...	...
19	(c)	Powayan Light .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30	...	Tarakeshwar-Magra Light.	...	...	6	10	6	10	...	...	2	6	...	...	...	...	2	6
31	...	Tezpore-Balipara Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	(g) & (h)	Tirupattur-Krishnagiri & Morappur-Dharmapuri.	2	7	...	...	2	7	...	...	...	...	...	...	...	...	...	...
		2′ 0″ gauge.																
33	...	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	...	Howrah-Amta Light .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Howrah-Sheakhala Ligh.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
36	...	Jorhat . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Total 1907 .	55,233	4,49,465	61,548	3,61,491	116,781	7,99,956	969	22,869	2,649	46,135	124	7,186	335	10,924	4,077	87,114
		Total 1906 .	55,588	4,37,226	53,134	3,79,147	108,722	8,16,373	1,033	24,656	2,369	41,727	489	8,264	412	10,116	4,303	84,763
		Increase .	...	11,239	...	...	...	...	...	...	280	4,408	...	...	...	808	...	2,351
		Decrease .	355	...	1,586	27,656	1,941	16,417	64	1,787	...	...	365	1,078	77	...	226	...

DIX 17—*continued.*

the earnings therefrom during the calendar year 1907.

and is therefore not the same as the total production.]

XXVIII.														
Spices.														Numbers.
(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.		(4) Ginger.		(5) Pepper.		(6) Others.		Total.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	
10,410	1,34,024	16	351	8,018	69,215	245	3,654	661	6,567	4,804	32,338	24,174	2,46,149	1
1,502	27,366	91	2,138	3,129	27,069	958	8,958	925	18,759	10,459	1,02,779	17,154	1,86,969	2
22,350	1,66,805	383	8,196	4,699	30,042	1,210	20,437	461	9,159	3,987	23,150	33,010	2,57,789	3
12,800	2,70,183	454	14,125	7,800	85,674	1,023	11,674	1,711	50,963	12,747	2,10,832	36,234	6,43,450	4
11,676	3,39,257	73	2,689	12,489	1,21,164	389	5,578	537	18,855	11,179	1,71,043	36,293	5,53,736	5
13,467	1,46,233	24	219	26,033	1,59,595	747	5,513	4,950	39,220	3,079	17,008	48,300	3,70,788	6
1,314	16,636	6	114	3,279	29,029	86	563	69	807	1,675	13,152	6,408	60,301	7
346	9,014	210	3,348	5,262	49,063	1,339	13,727	1,331	29,229	5,064	43,994	14,052	1,45,375	8
2,064	25,202	38	361	1,334	11,723	379	3,186	97	955	2,184	13,208	6,096	54,665	9
1,510	15,365	...	...	989	7,678	1	10	4	30	251	2,278	2,755	25,361	10
2,975	25,366	170	1,833	6,163	29,165	1,287	12,053	548	6,018	2,458	23,447	13,601	96,882	11
208	1,254	25	333	8	43	152	329	47	274	63	441	503	2,674	12
670	3,229	3	33	684	4,671	18	119	13	94	1,085	4,015	2,473	12,060	13
6,985	68,224	2	29	7,600	1,41,765	1,070	11,399	44	1,021	243	2,671	15,044	2,25,809	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
605	7,078	1	14	667	7,592	27	286	23	278	419	4,248	1,762	19,496	7
142	977	9	90	725	5,753	33	290	45	411	713	3,374	1,667	10,895	17
1,991	4,336	1	3	3,056	10,983	43	161	197	409	11	43	5,299	15,944	6
13	41	...	...	72	236	...	1	...	2	122	580	207	910	18
1,077	14,683	67	2,839	3,002	24,571	479	9,818	706	23,066	13,229	1,33,350	18,620	2,11,327	2
330	2,407	26	156	587	3,302	116	535	39	280	753	3,014	1,840	9,694	19
14,874	68,942	368	3,596	12,314	1,23,706	587	2,868	898	6,704	177	1,190	29,213	2,07,006	20
13,173	98,746	140	2,318	21,340	1,59,433	261	2,633	527	4,834	6,988	48,988	41,429	3,16,953	21
10	64	...	4	64	340	16	140	3	24	154	554	247	1,135	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
730	2,058	...	...	131	354	6	25	9	40	135	420	1,001	2,897	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
61	185	...	...	58	158	2	6	4	12	13	37	138	398	26
14	241	2	39	10	159	306	1,729	1	23	7	182	340	2,377	8
15	43	...	...	1	3	...	...	...	1	9	23	25	70	1
7	9	...	...	31	26	1	1	...	...	43	37	82	73	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
2	6	...	...	...	...	...	...	...	...	...	...	2	6	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
149	349	...	...	30	79	1	5	4	14	3	8	187	455	5
60	1,414	207	3,341	5	133	...	...	18	469	35	820	325	6,183	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
119,870	13,43,357	2,316	46,318	129,440	11,02,588	10,761	1,19,693	13,966	2,18,606	82,038	8,55,229	358,441	36,89,796	
99,803	10,96,899	2,685	45,294	122,194	10,33,383	11,575	1,14,835	13,652	1,89,703	90,045	7,76,993	339,954	33,32,401	
20,067	2,46,458	...	1,024	7,246	3,700	...	5,073	314	28,903	2,043	82,237	23,487	3,57,395	
...	...	369	...	...	...	814	...	...	...	...	...	...	...	

Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed

Number.		Railway system, *vide* Appendix 38.	XXIX. Sugar. (1) Refined or crystallized including sugarcandy. Quantity.	(1) Refined or crystallized including sugarcandy. Earnings.	(2) Unrefined. (a) Sugar. Quantity.	(2) Unrefined. (a) Sugar. Earnings.	(2) Unrefined. (b) Gur, rab, Jaggery, molasses and other Saccharine produce. Quantity.	(2) Unrefined. (b) Gur, rab, Jaggery, molasses and other Saccharine produce. Earnings.	Total. Quantity.	Total. Earnings.	XXX. Tea. (1) Foreign. Quantity.	(1) Foreign. Earnings.	(2) Indian. Quantity.	(2) Indian. Earnings.	Total. Quantity.	Total. Earnings.
Main head.	Sub-head.															
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
		5′6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1	(a), (b), (e) & (f)	Bengal-Nagpur	12,898	1,44,725	...	...	13,881	1,12,034	33,779	2,56,759	...	...	784	15,027	784	15,027
2	(a), (c) to (g) & (o) & (p)	Bombay, Baroda and Central India.	44,996	5,23,601	877	8,842	34,216	2,94,387	80,089	8,26,830	490	6,832	322	5,054	812	11,886
3	...	Eastern Bengal State	20,716	1,59,463	23,983	1,27,180	85,767	1,67,138	80,466	4,53,781	...	...	27,087	5,57,682	27,087	5,57,682
4	...	East Indian	46,174	4,00,124	96,560	7,70,500	123,474	5,67,980	266,208	17,47,604	...	...	1,854	35,076	1,854	35,076
5	...	Great Indian Peninsula	83,159	11,60,342	6,990	45,533	101,179	8,89,778	191,328	21,04,643	109	1,682	1,830	40,714	1,939	42,396
6	(a) to (d)	Madras	10,111	60,387	6,909	31,863	52,861	2,25,306	67,781	3,17,556	1	2	724	15,679	725	15,681
7	(a) & (b)	Nizam's Guaranteed State	3,227	30,997	397	3,060	5,021	33,991	9,345	67,058	17	219	66	1,288	83	1,507
8	(a) to (g) & (i) to (k)	North Western State	108,174	20,24,768	29,311	2,49,995	133,166	8,90,766	270,651	31,65,529	1,663	23,602	2,643	36,879	3,675	60,481
9	...	Oudh and Rohilkhand State	19,075	1,09,877	70,222	3,09,461	85,559	3,53,336	174,835	7,72,494	...	...	2,454	14,222	2,454	14,222
		3′ 3½″ gauge.														
10	...	Assam-Bengal	746	4,963	1,689	7,145	2,556	10,956	4,991	22,764	...	...	31,193	3,70,920	31,193	3,70,920
11	...	Bengal and North-Western	8,331	53,879	50,319	3,10,945	88,086	4,51,922	146,766	8,16,746	...	...	44	550	44	550
12	...	Bengal Dooars	979	4,545	369	1,927	1,155	6,331	2,503	12,803	...	...	16,229	3,28,453	16,229	3,28,453
13	...	Bhavnagar-Gondal-Junagad-Porbandar.	9,959	45,996	...	...	4,265	13,199	14,224	59,195	2	21	79	602	81	623
14	...	Burma	250	2,011	5,219	54,394	16,961	1,48,840	22,430	2,05,245	1,295	23,607	37	580	1,332	24,187
15	...	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	...	Dibru-Sadiya	792	4,964	...	...	...	...	792	4,964	...	...	9,993	83,224	9,993	83,224
17	(e)	Hyderabad-Godavari Valley	2,993	27,205	461	4,504	1,811	12,265	5,265	44,574	5	66	2	40	6	106
18	...	Jodhpur-Bikaner	4,580	25,175	6,879	33,124	10,895	66,856	22,354	1,25,155	3	27	1	37	4	64
19	(d) & (f)	Madras	1,171	4,388	253	1,705	1,192	2,649	2,616	8,740	...	...	308	1,689	308	1,689
20	...	Morvi	401	1,037	1	3	929	2,220	1,331	3,260	...	...	3	21	3	21
21	(b) & (h) to (n)	Rajputana-Malwa	25,429	2,59,655	57,041	4,81,920	100,003	10,31,219	1,473	17,73,794	464	11,863	424	5,267	888	17,130
22	(a) & (b)	Rohilkund and Kumaon	2,801	7,562	13,447	40,003	32,335	1,52,025	48,583	1,99,590	...	...	254	2,606	254	2,606
23	...	South Indian	18,743	82,761	8,215	26,915	43,500	2,43,329	68,457	3,57,905	...	2	4,722	22,527	4,722	22,529
24	...	Southern Mahratta	9,494	79,809	7,027	56,933	53,562	3,68,195	70,103	5,04,737	35	595	37	766	72	1,361
25	...	Udaipur-Chitor	289	1,565	1,079	5,252	1,477	5,768	2,845	12,585	...	2	2	14	2	16
		2′ 6″ gauge.														
26	...	Baraset-Basirhat Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27	...	Barsi Light	1,171	8,076	5	12	331	938	1,507	9,026	...	2	...	...	...	2
28	...	Bukhtiarpore-Behar Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
29	...	Cutch	212	709	637	2,165	1,168	3,982	2,017	6,856	...	1	1	3	1	4
30	(k)	Kalka-Simla	400	5,118	437	4,880	1,391	11,394	2,228	21,392	37	732	18	396	55	1,128
31	(c)	Mourbhanj	35	95	...	...	8	20	43	115	...	...	...	1	...	1
32	(d)	Parlakimedi Light	139	127	...	...	4	3	193	130	...	...	...	...	...	...
33	(e)	Powayan Light	...	...	...	...	1,235	1,571	1,235	1,571	...	...	...	...	...	...
34	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
35	...	Tarakeshwar-Magra Light	...	...	108	116	115	127	223	243	...	...	...	...	...	...
36	...	Tezpore-Balipara Light	...	...	5	27	...	...	5	27	...	...	4,203	22,243	4,203	22,243
37	(g) & (h)	Tirupattur-Krishnagiri and Morappur-Dharmapuri, 2′ 0″ gauge.	40	69	7	11	43	65	90	145	...	...	...	...	...	...
38	...	Darjeeling-Himalayan	80	1,570	821	15,276	15	884	952	17,730	...	...	3,869	56,225	3,869	56,225
39	...	Howrah-Amta Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
40	...	Howrah-Sheakhala Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...
41	...	Jorhat	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		TOTAL 1907	445,354	52,47,791	387,236	25,93,611	948,208	60,73,964	1,780,798	1,39,15,566	3,489	69,262	109,183	16,24,687	112,672	16,93,949
		TOTAL 1906	463,755	60,30,673	341,103	26,37,217	993,155	64,37,248	1,798,012	1,61,05,138	2,983	59,276	112,816	17,19,253	115,799	17,78,529
		INCREASE	...	...	46,136	...	...	...	...	...	506	9,986	...	...	...	...
		DECREASE	18,401	7,82,882	...	43,606	44,949	3,63,284	17,214	11,89,572	...	...	3,133	92,566	3,627	84,579

DIX 17—*continued.*

the earnings therefrom during the calendar year 1907.

over all railways in India and is therefore not the same as the total production.]

XXXI. Tobacco.								XXXII. Wood.						XXXIII—*(continued on following page).* Wool.								Remarks.
(1) Unmanufactured.		(2) Manufactured. (a) Cigars.		(b) Other sorts.		Total.		(1) Timber, unwrought.		(2) Manufactures.		Total.		(1) Raw.		(2) Manufactured. (a) Carpets and rugs.		(b) Piece-goods, European.		(c) Piece-goods, Indian.		
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Main head.
(19).	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)
Tons. 9,052	Rs. 94,532	Tons. ...	Rs. ...	Tons. 945	Rs. 13,871	Tons. 10,037	Rs. 98,563	Tons. 75,696	Rs. 3,88,120	Tons. 3,054	Rs. 24,108	Tons. 81,640	Rs. 3,62,228	Tons. ...	Rs. ...	Tons. ...	Rs. ...	Tons. ...	Rs. ...	Tons. ...	Rs. ...	1
19,342	1,50,186	465	3,806	535	6,377	20,342	1,60,369	61,526	2,36,642	6,551	55,349	68,067	2,91,991	6,314	1,40,967	117	2,314	67	1,402	119	2,294	2
36,674	3,83,774	...	...	1,337	18,835	37,461	4,02,549	56,758	1,24,230	5,462	35,129	62,210	159,359	1,491	28,254	...	...	...	...	234	3,178	3
32,553	3,57,381	55	1,537	3,825	31,842	36,433	4,20,760	61,381	2,23,118	2,506	94,175	70,927	3,17,293	1,625	21,348	534	15,997	131	185	427	12,939	4
12,386	1,50,438	978	26,311	540	15,874	13,802	1,92,623	170,944	6,05,182	5, 901	80,381	176,845	6,85,563	776	17,237	75	2,323	310	15,718	142	4,918	5
24,794	1,59,922	685	11,627	2,755	28,387	28,234	1,99,916	232,229	7,09,571	2,933	53,343	241,212	7,62,914	1,712	16,114	753	11,394	79	412	444	6,049	6
2,548	34,431	192	2,240	34	530	2,713	37,201	34,877	1,06,786	692	6,046	35,569	1,12,832	224	1,039	107	1,559	20	314	169	1,813	7
17,637	1,90,224	126	3,501	2,703	65,220	20,466	2,58,945	63,239	2,25,329	11,643	1,06,862	74,882	3,32,191	23,854	5,78,650	217	3,319	705	9,610	925	21,158	8
6,871	81,556	101	1,609	897	2,891	7,869	86,056	94,079	1,84,805	5,584	27,005	99,663	2,11,810	296	2,332	87	336	5	39	149	1,070	9
1,815	13,114	19	385	73	1,653	1,906	15,152	1,308	7,302	1,246	9,362	2,554	16,664	1	38	4	48	...	...	...	...	10
36,250	2,85,137	6	137	404	4,505	36,660	2,89,779	36,781	1,09,336	5,600	37,251	42,384	1,46,597	347	2,223	23	221	18	317	152	1,753	11
6,150	13,014	...	...	192	1,438	6,342	14,453	2,679	12,389	327	2,526	3,006	14,915	...	...	...	...	...	...	...	...	12
1,849	9,956	5	75	268	1,885	2,122	11,916	14,584	66,467	2,122	11,226	16,706	77,693	1,022	6,507	3	19	1	7	10	46	13
4,102	35,769	278	3,491	859	11,396	5,239	50,656	126,492	5,36,492	2,563	16,979	129,055	5,52,471	23	335	70	1,889	9	161	6	27	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	4,858	23,184	...	...	4,858	23,184	...	...	...	...	...	...	...	...	16
454	8,472	9	188	76	1,192	539	9,852	9,526	39,310	963	8,999	10,489	48,309	7	73	30	547	2	65	70	329	7
2,065	14,416	21	204	161	1,990	2,247	16,610	11,798	25,630	628	4,823	12,426	30,453	4,899	47,620	6	78	11	199	15	142	17
2,275	8,068	27	278	77	869	2,379	8,715	27,930	28,999	2,961	6,521	30,591	35,520	3	35	4	47	2	35	19	176	6
539	1,850	3	10	30	151	572	2,011	1,393	3,390	86	389	1,479	3,749	336	2,616	1	5	...	...	2	9	18
16,492	1,79,597	116	3,624	393	8,102	17,001	1,90,323	35,298	1, 20,648	3,201	31,965	38,499	1,52,613	7,940	1,24,498	86	3,568	99	2,768	69	5,947	2
3,903	10,205	12	97	193	1,838	2,908	12,140	37,866	1,16,340	1,437	7,056	39,353	1,23,396	375	2,372	3	23	...	...	8	71	19
19,226	54,400	1,226	14,704	1,207	4,599	12,799	73,673	150,246	2,41,396	8,451	56,046	158,697	2,97,442	113	1,524	113	1,329	9	173	143	2,841	20
14,840	1,05,064	251	4,936	288	2,611	15,379	1,12,611	110,606	2,90,092	4,890	35,793	115,196	3,25,885	300	3,297	...	2	3	102	30	532	21
516	2,902	2	24	4	33	522	2,959	123	570	17	121	140	691	90	599	...	...	...	...	2	9	22
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
31	238	3	11	36	157	120	406	866	2,310	175	547	1,041	2,787	1	4	10	36	...	...	...	1	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
8	25	...	...	2	4	10	29	456	1,377	5	14	461	1,391	73	23	...	...	...	...	...	...	26
338	4,811	5	147	92	1,125	455	6,083	1,638	19,952	181	2,761	1,819	22,713	4	76	22	574	93	1,869	8	200	8
15	43	...	...	3	8	18	51	414	1,101	18	52	432	1,153	...	...	...	...	...	...	...	...	1
33	21	...	...	1	2	24	23	97	37	59	53	106	90	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	11,258	17,641	...	...	11,258	17,641	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
55	76	...	...	...	...	55	76	27	40	3	4	30	44	...	...	...	...	...	...	...	...	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
495	971	3	11	12	34	490	1,016	263	426	100	235	363	661	9	26	2	3	...	...	...	...	2
38	767	244	6,633	71	1,279	353	8,729	125	1,034	196	3,476	321	4,510	4	66	3	73	5	136	4	117	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	36
202,245	22,71,460	4,708	84,636	17,533	2,78,148	284,587	26,34,244	1,439,859	44,18,166	92,805	7,18,467	1,532,364	51,36,633	52,078	9,99,991	2,270	46,699	1,511	35,330	3,335	66,124	
245,073	21,54,628	4,977	97,215	16,267	2,45,164	266,317	24,97,005	1,327,738	41,84,617	88,152	7,12,116	1,415,885	48,96,733	51,922	10,20,286	2,650	48,164	2,315	40,850	4,124	82,866	
17,273	1,16,834	...	...	1,266	32,984	18,370	1,47,239	112,12?	2,33,549	4,353	6,351	116,479	2,39,900	256	...	...	...	...	...	...	...	
...	...	169	2,579	...	...	...	...	...	...	...	...	...	...	...	20,295	360	1,465	807	5,620	789	16,742	

APPEN

Principal commodities carried by railways an d

[The total quantity of each commodity represents the total weight conveyed

Number.		Railway system, *vide* Appendix 38.	XXXIII. Wool—*concluded.* (2) Manufactured—*concluded.* (d) Other sorts of manufactures.		Total.		XXXIV. All other articles of merchandise.		Grand Total.	
Main head.	Sub-head.		Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
			Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
		5′ 6″ gauge.								
1	(a), (b), (e) & (f).	Bengal-Nagpur	...	...	...	...	441,236	7,04,282	4,083,695	1,74,19,307
2	(a), (c) to (g) & (c) & (g).	Bombay, Baroda and Central India	70	1,436	6,687	1,48,433	423,363	12,97,151	2,274,346	1,32,98,990
3	...	Eastern Bengal State	...	...	1,725	31,432	112,253	5,75,736	3,273,471	1,37,71,882
4	...	East Indian	984	16,741	3,901	73,010	460,566	35,91,851	11,100,174	5,23,41,884
5	...	Great Indian Peninsula	860	15,775	2,163	56,971	320,393	28,10,884	4,446,611	4,49,65,176
6	(a) to (d)	Madras	173	1,851	3,101	35,820	140,576	11,30,993	2,423,768	1,20,89,405
7	(a) & (b)	Nizam's Guaranteed State	...	...	520	4,730	14,588	1,19,924	782,584	37,17,785
8	(c) to (g) & (i) to (k).	North Western State	1,144	21,671	26,845	6,34,408	514,190	41,01,951	5,341,859	4,70,49,792
9	...	Oudh and Rohilkhand State	59	392	586	4,169	350,501	15,10,496	1,827,567	79,54,372
		3′ 3½″ gauge.								
10	...	Assam-Bengal	44	786	49	870	15,573	1,14,556	530,790	23,91,455
11	...	Bengal and North-Western	1	5	541	4,519	92,848	3,69,738	1,809,164	*84,74,966
12	...	Bengal Doors	14	221	14	221	6,061	42,473	102,488	6,97,354
13	...	Bhavnagar-Gondal-Junagad-Porbandar	2	11	1,038	6,590	11,499	58,110	359,490	10,89,417
14	...	Burma	11	96	118	2,508	194,521	8,05,437	1,549,442	62,34,353
15	...	Deoghur	...	...	...	...	20,209	8,065	20,209	8,065
16	...	Dibru-Sadiya	...	...	...	...	46,357	47,345	674,879	8,57,418
7	(c)	Hyderabad-Godavari Valley	A	1	109	1,515	3,781	42,242	233,752	18,72,173
27	...	Jodhpur-Bikaner	248	2,167	5,174	50,401	12,022	70,606	473,336	20,03,849
9	(c) & (f)	Madras	4	61	26	354	9,104	48,738	104,651	3,14,563
18	...	Morvi	...	1	389	2,531	1,206	4,449	48,123	1,06,874
2	(b) & (h) to (n)	Rajputana-Malwa	160	3,071	8,554	1,39,870	198,902	8,29,243	2,532,556	1,79,01,324
19	(a) & (b)	Rohilkund and Kumaon	67	377	453	2,843	106,650	2,07,639	423,130	12,80,269
20	...	South Indian	61	574	439	6,441	145,355	7,73,170	1,632,550	61,05,649
21	...	Southern Mahratta	847	8,578	1,180	12,511	56,389	3,40,234	1,329,712	79,14,503
22	...	Udaipur-Chitor	...	...	92	608	480	3,229	22,588	98,754
		2′ 6″ gauge.								
23	...	Baraset-Basirhat Light	...	...	...	...	2,687	5,329	2,687	5,329
24	...	Barsi Light	156	503	167	544	1,651	7,465	80,903	2,09,747
25	...	Bukhtiarpore-Behar Light	...	...	...	...	21,388	28,157	21,388	28,157
26	...	Cutch	...	...	73	23	224	503	8,974	24,748
6	(h)	Kalka-Simla	...	1	130	2,720	5,294	69,374	41,352	4,08,047
1	(e)	Mourbhanj	...	...	...	...	4,217	4,691	10,862	17,659
1	(d)	Parlakimedi Light	...	...	...	...	348	447	7,130	5,422
19	(c)	Powayan Light	...	...	...	...	5,025	6,880	23,069	33,332
29	...	Shahdara (Delhi)-Saharanpur Light	...	...	...	...	13,923	40,706	13,923	40,706
30	...	Tarakeshwar-Magra Light	...	...	...	...	399	722	31,787	19,644
31	...	Tezpore-Balipara Light	...	...	...	...	5,719	15,471	15,151	62,240
6	(g) and (k)	Tirupatiur-Krishnagiri and Morappur-Dharmapuri.	...	...	10	29	804	1,905	15,481	26,618
		2′ 0″ gauge.								
33	...	Darjeeling-Himalayan	4	118	20	510	5,073	51,628	36,645	4,81,875
34	...	Howrah-Amta Light	...	...	...	...	15,706	26,384	15,706	26,384
35	...	Howrah-Sheakhala Light	...	...	...	...	6,712	8,871	6,712	8,871
36	...	Jorhat	...	...	...	...	13,553	57,398	13,552	57,398
		Total 1907	4,909	76,437	64,104	12,24,561	3,499,534	1,99,33,774	47,656,262	27,34,14,955*
		Total 1906	5,744	90,893	66,659	12,83,169	3,034,078	1,93,67,295	44,043,607	25,78,98,653
		Increase	...	...	...	...	465,446	5,66,479	3,612,655	1,55,16,302
		Decrease	835	14,456	2,555	58,578	...	...	...	...

DIX 17—*concluded.*

the earnings therefrom during the calendar year 1907.

over all railways in India and is therefore not the same as the total production.]

XXXV.										Number.	
ANIMALS.											
(1) Horses.		(2) Cattle.		(3) Sheep, etc.		(4) Elephants.		Total.		Main head.	Remarks.
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.		
(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.		
253	9,149	11,033	50,787	3,061	34,150	16	1,069	14,362	95,155	1	
195	4,318	13,350	1,70,733	17,491	3,33,345	...	...	31,036	5,13,396	2	
166	1,143	9,784	63,065	102	1,135	...	...	10,052	65,362	3	
1,635	1,02,421	4,559	1,00,181	6,981	1,84,045	8	124	13,233	3,86,771	4	
686	34,878	12,026	1,04,493	7,260	1,14,799	...	...	20,172	2,54,170	5	
...	...	...	...	...	...	...	...	...	...	6	
240	5,321	34	1,562	3	410	...	...	277	7,293	7	
2,930	59,775	5,216	54,645	208	8,495	...	...	8,363	1,22,915	8	
632	23,697	351	4,777	21	403	...	...	1,004	28,877	9	
6	211	79	1,301	263	3,101	...	...	348	4,613	10	
70	1,090	10,460	1,21,239	237	5,767	...	...	10,797	1,28,096	11	* Excluding Rs. 5,79,625 in respect of ferries and steam-boats which are included in the details.
...	...	5	39	...	...	...	...	5	39	12	
21	283	510	1,312	11	98	...	...	542	1,693	13	
767	25,078	4,579	1,09,863	3,175	85,095	...	...	8,521	2,19,836	14	
...	...	...	...	...	...	...	...	...	...	15	
...	...	83	448	...	...	...	...	83	448	16	
44	997	58	1,623	196	2,848	...	...	293	5,468	7	
124	2,406	47	788	3	21	...	...	174	3,215	17	
...	...	...	...	...	...	...	...	...	...	6	
11	121	158	623	2	55	...	...	171	799	18	
425	9,423	3,465	35,603	5,800	58,769	...	...	9,690	1,03,680	2	
8	140	15	390	3	74	...	...	26	604	19	
103	1,420	1,540	11,946	5,633	31,168	...	...	7,476	44,524	20	
281	3,540	731	8,306	1,229	11,308	12	296	2,256	23,450	21	
37	225	18	67	...	6	...	...	55	298	22	
...	...	...	...	...	...	...	...	...	...	23	
...	...	...	...	...	...	...	...	...	...	24	
...	...	...	...	...	...	...	...	...	...	25	
...	...	...	...	...	...	...	...	...	...	26	
...	...	...	...	...	...	...	...	...	...	8	
...	...	...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	...	...	1	
...	...	...	...	...	...	...	...	...	...	19	
...	...	...	...	...	...	...	...	...	...	29	
...	...	...	...	...	...	...	...	...	...	30	
...	...	...	...	...	...	...	...	...	...	31	
...	...	...	...	...	...	...	...	...	...	6	
...	...	...	1,218	...	...	...	...	...	1,219	33	
...	...	...	...	...	...	...	...	...	...	34	
...	...	...	...	...	...	...	...	...	...	35	
...	...	...	...	...	...	...	...	...	...	36	
8,885	2,85,695	78,126	8,44,834	51,899	8,60,082	36	1,489	138,943	20,12,100		
7,159	3,43,197	60,970	8,11,215	49,072	8,23,640	52	6,306	117,283	19,84,358		
1,696	...	17,156	33,619	2,827	56,442	...	...	21,663	27,742		
...	57,502	...	...	...	...	16	4,817	...	...		

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″											
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)		6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.		Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
							G.I.P.	I.M.						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	DESCRIPTION OF RAILWAY WORKED.													
1	Gauge of railway	...	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	5′ 6″	3′ 3⅜″	3′ 3⅜″
2	Mileage worked . . . *Miles*	...	1,723·94	876·90	503·57	2,504·43	1,692·45	1,178·99	1,476·40	354·70	4,226·38	1·253·46	772·88	1,765·17
3	Number of stations . . No.	...	252	150	134	427	272	152	320	45	641	196	128	320
4	Total length of the following gradients :—													
	(*a*) $\frac{1}{66}$ and less . . *Miles*	...	...	...	...	5·90	19·31	6·75	...	...	82·62	0·19	10·10	...
	(*b*) $\frac{1}{61}$ to $\frac{1}{80}$ . . . ,,	...	0·15	1·32	...	17·66	2·82		22·84	...	93·23	9·30	33·03	...
	(*c*) $\frac{1}{81}$ to $\frac{1}{100}$ . . . ,,	...	103·90	0·50	...	48·86	61·90	11·23	63·98	79·19	137·10	6·41	25·70	0·76
	(*d*) $\frac{1}{101}$ to $\frac{1}{150}$ . . ,,	...	573·61	213·31	...	211·06	550·16	365·30	297·62	110·99	137·96	19·15	97·44	4·99
	(*e*) $\frac{1}{151}$ to $\frac{1}{300}$ . . ,,	...	145·00	73·36	7·28	162·87	210·95	105·14	156·66	18·22	114·09	22·56	31·65	4·73
5	Steepest gradient worked—													
	(*a*) Length . . *Miles*	...	0·15	1·32	3·31	14·26	5·99	2·39	0·80	2·52	5·60	0·19	8·54	0·35
	(*b*) Inclination . . .	...	$\frac{1}{80}$	$\frac{1}{80}$	$\frac{1}{100}$	$\frac{1}{80}$	$\frac{1}{37}$	$\frac{1}{80}$	$\frac{1}{80}$	$\frac{1}{100}$	$\frac{1}{90}$	$\frac{1}{80}$	$\frac{1}{37}$	$\frac{1}{100}$
	FINANCIAL RESULTS.	Calendar year 1907 by half-years.												
6	Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay. *Per cent.*	1st half	3·14	5·36	1·69	4·67	4·94	3·15	1·89	3·91	2·73	2·47	0·18	4·03
		2nd ,,	2·05	2·51	3·36	3·88	2·26	1·50	1·29	3·56	3·10	1·63	0·32	2·56
7	Percentage of net earnings for each half-year on paid up capital. *Per cent.*	1st half	3·16	...	...	...	...	3·17	1·92	3·35	...	...	...	...
		2nd ,,	2·05	...	...	...	...	1·52	1·33	3·08	...	...	...	...
	OUTLAY, EARNINGS AND EXPENSES.													
	(*Exclusive of Steam-boat Service*)													
8	Capital outlay per mile open *Rs.*	1st half	1,50,441	1,91,481	2,19,330	2,28,338	2,13,118	1,41,602	1,40,744	1,36,548	1,44,675	1,19,908	1,60,555	76,884
		2nd ,,	1,52,148	1,95,472	2,21,326	2,30,486	2,16,719	1,42,229	1,42,325	1,32,702	1,47,729	1,22,154	1,60,902	77,442
9	Total earnings per mile open per week . . . . ,,	1st half	340	642	531	678		537	299	298	339	280	117	208
		2nd ,,	276	421	721	605		389	274	277	366	262	127	158
10	Total working expenses per mile open per week . . ,,	1st half	146	239	378	258		245	187	102	150	163	105	80
		2nd ,,	145	221	411	253		246	197	94	183	183	106	73
11	Total earnings per train-mile ,,	1st half	4·63	6·27	3·90	4·48		4·31	4·38	4·78	3·83	3·67	2·71	3·38
		2nd ,,	4·00	4·91	4·78	4·20		3·36	3·83	4·52	3·96	3·35	2·79	2·71
12	Total working expenses per train-mile . . . . ,,	1st half	1·99	2·33	2·78	1·70		1·97	2·74	1·63	2·03	2·13	2·43	1·30
		2nd ,,	2·10	2·58	2·73	1·76		2·13	2·76	1·54	1·98	2·33	2·34	1·25
13	Net earnings per train-mile . . ,,	1st half	2·64	3·94	1·12	2·78		2·34	1·64	3·10	1·80	1·54	0·28	2·08
		2nd ,,	1·90	2·33	2·05	2·44		1·23	1·07	2·98	1·98	1·02	0·45	1·46
14	Cost per 1,000 gross ton miles moved (freight and dead weight) ,,	1st half	4·69	5·05	7·88	3·43		5·19	8·25	4·06	5·47	5·90	10·34	5·04
		2nd ,,	5·26	6·62	6·95	3·53		6·24	8·73	3·84	5·01	6·92	9·76	5·42
15	Percentage of total working expenses on total earnings *Per cent.*	1st half	42·98	37·24	71·21	38·02		45·63	62·53	34·38	53·05	58·03	89·51	38·43
		2nd ,,	52·53	52·46	57·00	41·68		63·30	72·02	34·04	49·94	69·63	83·81	46·11
16	Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores *Per cent.*	1st half	41·08	36·41	70·89	36·57		44·07	61·88	34·02	50·50	56·66	89·20	37·33
		2nd ,,	50·81	51·93	56·72	40·37		62·08	71·37	33·52	48·42	68·50	83·18	44·63
	(*Inclusive of Steam-boat Service*).													
17	Percentage of total working expenses on total earnings (for details, see items 128—129) . . . *Per cent.*	1st half	43·98	37·24	71·21	38·12		45·52	62·53	34·38	53·07	58·03	90·16	40·12
		2nd ,,	53·57	52·46	57·00	42·07		63·30	72·02	34·04	49·95	69·63	83·20	48·78

DIX 18.

system during each half-year of 1907.

do not prepare these statistics.

3′ 3⅜″										2′ 6″					Gauge.	
13 (*a*) to (*d*)	14 (*a*) &(*b*).	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Maratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half years.	
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	3′ 3⅜″	2′ 6″	2′ 6″	2′ 6″	′6″	2′ 6″	...	1
455·45	1,379·52	818·45	391·13	883·22	2,088·24	347·72	1,364·17	1,731·90	68·72	241·77	59·44	191·98	16·82	56·69	...	2
64	263	144	52	87	296	62	257	245	11	29	20	21	9	9	...	3
1·63	64·52	0·37	...	...	3·40	...	0·04	15·06	...	...	6·00	0·96	...	0·51	...	4
0·28	31·63	0·64	...	...	0·23	6·41	14·64	76·28	...	31·51	2·38	...	9·55	...	...	
1·63	47·78	2·05	...	...	18·75	8·56	130·82	551·70	1·10	60·54	9·94	43·55	23·74	...	...	
128·76	155·52	32·52	...	168·36	360·44	5·00	243·71	266·69	30·75	38·07	3·40	36·24	13 24	17·33	...	
64·74	128·65	15·34	13·95	61·24	200·28	6·83	103·56	98·55	6·98	13·39	...	22·74	4·27	2·55	...	
1·63	3·81	0·82	5·41	2·81	3·40	3·11	0·04	15·06	0·46	0·07	27·61	9·43	1·59	0·51	...	5
1/20	1/8	1/40	1/25	1/30	1/15	1/50	1/20	1/20	1/60	1/38	1/8	1/8	1/20	1/20	...	
															Calendar year 1907 by half-years.	
3·94	2·85	2·84	4·17	4·29	4·94	4·26	3·60	2·43	4·21	1·70	1·05	—0·65	...	2·49	1st half	6
2·61	1·23	2·85	2·38	4·16	3·69	2·87	3·41	1·36	2·37	1·05	1·24	—1·18	1·26	1·66	2nd „	
...	...	...	4·18	...	...	...	...	...	...	1·69	...	...	...	2·49	1st half	7
...	...	...	2·39	...	...	...	...	...	...	1·04	...	...	1·26	1·66	2nd „	
50,053	1,01,720	91,904	63,256	25,938	76,074	56,625	79,755	79,801	30,243	52,790	292,578	65,287	...	24,906	1st half	8
50,146	1,02,455	92,652	63,730	26,377	75,858	57,019	80,401	79,447	30,843	53,517	2,93,445	65,298	47,499	24,906	2nd „	
132	266	224	202	97	281	166	220	161	82	61	285	57	...	41	1st half	9
99	202	225	118	79	243	134	216	139	61	74	314	60	112	38	2nd „	
56	148	124	91	54	132	71	106	84	33	46	165	72	...	17	1st half	10
49	148	127	55	36	131	69	108	96	32	58	172	88	22	22	2nd „	
4·49	3·41	3·50	3·81	3·28	3·42	3·10	3·21	2·94	5·34	2·37	4·11	0·94	...	2·07	1st half	11
3·00	2·78	3·20	2·32	2·73	3·17	2·62	2·98	2 58	3·88	1·99	4·47	1·04	5·18	1·77	2nd „	
1·88	1·90	1·94	1·72	1·83	1·61	1·32	1·55	1·53	2·10	1·35	2·38	1·18	...	0·87	1st half	12
1·43	2·03	1·81	1·30	1·26	1·71	1·35	1·48	1·77	2·08	1·41	2·44	1·52	1·03	1·02	2nd „	
2·53	1·51	1·56	2·09	1·45	1·61	1·78	1·66	1·41	3·23	1·02	1·78	—0·24	...	1·20	1st half	13
1·51	0·75	1·39	1·52	1·47	1·46	1·28	1·50	0 81	1·80	0·58	2·08	—0·48	4·16	0·75	2nd „	
9·34	8·16	8·97	7·96	8·50	6·65	5·07	7·93	7·56	9·53	6·67	28·34	20·58	...	9·65	1st half	14
9·03	9·20	8·06	6·60	6·41	7·19	5·33	7·86	9·14	10 58	6·76	28·57	24·39	5·66	11·72	2nd „	
42·69	55·73	55·23	45·13	55·73	46·94	42·60	48·29	52·06	39·46	56·77	57·96	125·77	...	42·17	1st half	15
49·54	73·10	56·37	46·13	46·05	53·92	51·38	49·79	68·72	53·56	70·88	54·65	146·70	19·78	57·75	2nd „	
42·40	55·00	53·09	43·80	55·27	46·19	41·34	47·50	50·87	39·42	55·71	57·61	128·35	...	42·15	1st half	16
49·66	72·01	54·96	43·98	45·11	53·01	50·68	49·02	67·42	53·54	68·87	54·24	147·44	19·78	56·96	2nd „	
42·69	56·44	57·59	45·13	55·73	46·94	42·17	48·29	52·06	39·43	56·77	57·96	126·38	...	42·17	1st half	17
49·54	73·94	58·06	46·13	46·05	53·92	50·72	49·79	68·72	53·56	70·88	54·65	149·33	19·78	57·75	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.												
18	Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of Rs.) . . *Rs.*	1st half	62,45	49,98	46,62	1,61,93	1,79,04	69,06	8,73	1,91,19	48,07	19,45	34,50
		2nd „	61,99	51,32	51,41	1,58,73	1,75,70	74,84	7,84	1,96,96	57,28	19,82	32,68
	Proportions, *dividing expenditure in ratio of gross ton-mileage (freight and dead load)*—												
19	Coaching in thousands of Rs. . „	1st half	15,91	16,46	20,50	46,04	55,48	24,36	2,04	61,62	22,05	7,15	13,55
		2nd „	18,60	22,76	19,92	47,19	69,64	28,35	2,05	61,41	24,04	6,73	15,01
20	Goods in thousands of Rs. . „	1st half	46,54	33,52	26,12	1,15,89	1,23,56	44,70	6,69	1,29,57	26,02	12,30	20,95
		2nd „	43,39	28,56	31,49	1,11,54	1,06,06	46,29	5,79	1,35,55	33,24	13,09	17,67
	COACHING TRAFFIC.												
	Gross receipts and train-mileage (in thousands)—												
21	Receipts from coaching traffic *Rs.*	1st half	43,36	42,92	29,50	1,43,26	1,06,80	45,21	6,06	1,15,89	45,80	10 40	38,45
		2nd „	43,25	40,62	28,81	1,26,79	96,72	42,07	6,02	1,26,24	38,07	8,79	34,43
22	Coaching train-miles run . *No.*	1st half	1,293	1 241	1,061	4,284	4,146	1,227	1,74	4,714	1,627	3.62	1,393
		2nd „	1,333	1,314	1,155	4,247	4,362	1,391	2,06	4,990	1,560	3,78	1,523
23	Average coaching receipts per train-mile . . . *Rs.*	1st half	3·35	3·46	2·78	3·34	2·58	3 68	3·49	2·46	2·81	2 87	2·76
		2nd „	3·24	3·09	2·49	2·98	2·22	3·02	2 92	2·53	2·44	2·36	2·26
	UNITS AND UNIT-MILEAGE.												
	Number of units carried one mile (in thousands)—												
24	1st class . . . *Unit-miles*	1st half	1,922	2,229	1,096	5,857	9,298	2,966	277	5 017	1,883	342	504
		2nd „	1,650	1,815	1,080	5,249	9,325	2,537	280	4,634	1,840	347	435
25	2nd „ . . . „	1st half	3,839	11,718	3,026	12,983	31,493	10,247	2,019	15,315	5,238	623	1,484
		2nd „	4,406	12,117	2,897	13,584	30,896	9,602	2,110	16,487	5,569	606	1,453
26	3rd or intermediate class „	1st half	10,779	17,242	16,029	56,582	62,767	3,383	5,669	52,922	25,023	458	5,048
		2nd „	10,927	15,467	15,101	62,278	56,780	2,754	13,078	54,506	19,365	512	5,527
27	4th or lowest „ „	1st half	290,710	270 178	177,037	919 548	594,966	292,498	36,798	767,547	275,693	59,427	334,698
		2nd „	279,415	257,582	165,267	811,013	529,892	273,239	27,624	822,965	228,414	48,677	295,731
28	Total passenger unit-mileage „	1st half	307,260	304 367	197,188	994,970	698 529	309,094	44,763	840 801	307,842	60.850	342,334
		2nd „	296,423	287,011	184,345	892 034	626,893	285,132	43,092	898,592	255,208	50,172	303,146
29	Other coaching traffic . *Ton-miles*	1st half	1,932	3 6·5	1,188	10 392	9 513	3,135	409	5,597	1,806	421	838
		2nd „	1,904	3,532	1,205	9,724	8,369	2,959	377	7,910	1,599	444	963
32	Average sum received for carrying a unit one mile—												
30	1st class . . . *Pies*	1st half	12·98	10·55	13·67	14·81	10·88	11·33	15·69	11·77	11·96	16·15	12·93
		2nd „	12·96	10 69	13·70	13·43	10 85	11·87	15·65	11·47	12·07	15 62	12·23
31	2nd „ . . . „	1st half	6·72	4 70	6·55	6·69	4·59	4·53	5·05	4 80	5·60	7·96	6·19
		2nd „	6 59	5·17	7·05	6 09	4·53	4·66	4 93	4·78	5·49	7 62	5·95
32	3rd or intermediate class „	1st half	3·16	3·00	2·97	3·27	3 08	4·50	2·50	3·01	3·03	3·98	3·14
		2nd „	3·16	3·00	3 01	2·98	2·97	4 50	2·50	3·01	3·04	3 90	3·19
33	4th or lowest „ . „	1st half	2·20	2 12	2·42	2 25	2·15	2·25	1·99	2·26	2·46	2·85	1·99
		2nd „	2·40	2·16	2·49	2·21	2·14	2·25	1·99	2 26	2·43	2·83	1·99
34	Average for all classes . „	1st half	2·46	2·36	2·50	2·44	2·46	2·44	2·28	2·41	2·62	2·99	2·05
		2nd „	2·55	2·38	2·68	2·39	2·46	2 44	2 37	2 40	2·65	2·99	2·05
35	Other coaching traffic per ton-mile „	1st half	40·45	29·16	46·18	30·65	35·15	36·21	35·48	35·65	40·78	42·62	44·39
		2nd „	39 67	27·14	49·50	31·08	37 40	35 75	35·15	33·89	40·59	42. 65	41 85

DIX 18—*continued.*

***system during each half-year of 1907*—contd.**

do not prepare these statistics.

3′3″										2′6″					Gauge.	
13 (a) to (d)	14 (a) & (b)	3 (b) & (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	8	8 (i) & (j)	1 (e)	1 (f)	Number.	Serial number.
Bhavnagar-Gondal-Junagadh-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Dargai.	Purulia-Raschi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
6·22	50·63	25·92	8·85	11·45	69·26	6·38	36·52	36·76	55	2·91	2·51	2·44	...	25	1st half	18
5·43	53·57	26·41	5·12	7·68	69·65	6·16	37·12	42·07	55	3·38	2·58	3·00	11	32	2nd „	
2·99	18·35	9·84	2·98	4·55	23·06	3·40	17·58	12·31	34	91	1·07	1·07	...	8	1st half	19
3·38	21·42	10·58	2·57	3·73	26·23	3·38	18·02	14·81	40	97	1·12	1·30	4	10	2nd „	
3·23	32·08	16·08	5·87	6·90	46·20	2·98	18·94	24·45	21	2·00	1·44	1·37	...	17	1st half	20
2·05	32·15	15·83	2·55	3·95	43·42	2·78	19·10	27·26	16	2·41	1·46	1·70	7	22	2nd „	
8·91	38·78	23·50	6·30	8·49	53·55	6·33	44·03	25·78	77	2·20	2·25	1·19	...	33	1st half	21
7·45	35·24	22·44	5·68	8·09	51·58	5·91	43·74	22·89	70	1·89	2·66	1·30	23	29	2nd „	
193	1,051	695	200	270	1,971	247	1,323	976	16	63	43	90	...	11	1st half	22
277	1,078	827	215	330	2,103	232	1,417	994	19	68	44	87	3	13	2nd „	
4·14	3·69	3·24	3·15	3·15	2·73	2·57	3·33	2·64	4·85	3·48	5·25	1·33	...	3·00	1st half	23
2·69	3·27	2·71	2·64	2·45	2·45	2·55	3·09	2·30	3·78	2·79	6·10	1·39	8·83	2·18	2nd „	
240	1,694	735	230	234	1,672	175	1,326	1,057	38	40	118	61	...	4	1st half	24
168	1,608	786	192	166	1,200	187	1,192	1,079	25	42	164	61	12	2	2nd „	
1,465	3,657	2,185	1,841	812	4,812	910	6,318	3,883	68	91	198	92	...	11	1st half	25
1,333	3,843	2,066	1,892	826	4,728	1,001	5,815	3,640	60	106	282	96	39	6	2nd „	
1,706	...	12,497	...	2,606	14,198	586	...	...	97	85	...	91	...	24	1st half	26
1,550	...	15,038	...	2,374	11,762	546	...	...	71	97	...	51	42	21	2nd „	
43,952	213,792	127,482	43,988	65,096	418,432	45,347	377,048	191,244	6,155	18,988	1,868	8,797	...	1,905	1st half	27
43,041	195,557	125,560	43,840	61,770	410,551	39,372	373,353	167,851	5,685	16,048	2,112	9,029	1,148	1,797	2nd „	
47,363	224,143	142,899	51,059	68,748	439,114	46,998	384,692	196,189	6,358	19,204	2,124	9,041	...	1,944	1st half	28
45,992	201,006	143,450	45,924	65,136	428,241	41,106	380,360	172,570	5,841	16 293	2,558	9,237	1,241	1,736	2nd „	
312	985	1,058	246	364	3,158	180	1,234	1,244	28	61	50	29	...	7	1st half	29
197	1159	1,036	225	428	3,165	180	1,000	1,145	29	54	60	27	6	7	2nd „	
11·46	15·44	13·86	11·61	14·29	11·87	24·36	11·65	15·67	17·95	15·45	49·32	11·80	...	16·05	1st half	30
11·68	16·49	13·39	11·78	13·68	11·90	27·03	11·41	15·41	17·99	15·61	55·79	11·58	15·42	15·14	2nd „	
5·65	7·69	6·64	5·26	6·81	5·50	8·29	4·52	6·05	8·95	7·33	27·48	5·81	...	7·65	1st half	31
5·83	7·57	7·08	5·16	6·95	5·60	9·12	5·02	6·05	8·99	7·50	26·56	5·68	7·86	7·42	2nd „	
4·00	...	2·93	...	2·87	2·99	4·40	...	...	3·00	4·14	....	3·00	...	4·50	1st half	32
4·09	...	2·85	...	2·80	2·98	4·44	...	...	3·00	3·87	...	3·60	4·50	4·50	2nd „	
2·75	2·99	2·50	2·00	2·02	2·01	2·13	2·00	2·08	1·99	2·00	9·00	2·25	...	3·00	1st half	33
2·75	2·98	2·50	2·00	2·00	2·00	2·16	2·09	2·08	1·99	2·00	10·50	2·25	3·00	3·00	2nd „	
2·93	3·16	2·36	2·16	2·15	2·11	2·36	2·07	2·24	2·18	2·07	12·85	2·36	...	3·07	1st half	34
2·91	3·17	2·66	2 17	2·12	2·10	2·47	2·08	2·25	2·14	2·08	15·17	2·35	3·33	3·05	2nd „	
43·13	36·77	49·09	43·87	41·43	31·68	59·04	38·65	44·63	35·73	42·66	207·78	53·30	...	44·21	1st half	35
47·80	36 33	47·22	41·94	40·31	29 06	64·89	49·54	44·68	33·73	42·93	203·91	52·20	43·30	43·61	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not show

Serial number.	Particulars.	Gauge.	5′ 6″										
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	COACHING TRAFFIC—*contd.*												
	UNITS AND UNIT-MILEAGE—*concld.*												
	Average number of units in a train—												
36	1st class . . . . . *No.*	1st half	1·49	1·80	1·03	1·37	2·24	2·42	0·72	1·06	1·16	0·95	0·36
		2nd „	1·24	1·40	0·93	1·23	2·14	1·82	0·86	0·93	1·18	0·93	0·29
37	2nd „ . . . . . „	1st half	2·97	11·86	2·85	3·03	7·60	8·35	5·24	3·25	3·22	1·72	1·07
		2nd „	3·31	9·22	2·51	3·20	7·08	6·90	6·47	3·30	3·57	1·63	0·95
38	3rd or intermediate class . „	1st half	8·34	13·90	15·11	13·21	15·14	2·75	110·28	11·23	15·37	1·27	4·05
		2nd „	8·20	11·77	13·08	14·66	13·02	1·98	124·86	10·22	12·42	1·45	3·63
39	4th or lowest „ „	1st half	224·84	217·77	166·88	214·67	143·51	238·35		162·84	169·41	161·23	240·35
		2nd „	209·66	195·99	143·07	190·95	121·48	196·41		164·92	146·40	130·61	194·17
40	Total passenger units . . „	1st half	237·64	245·33	185·87	232·28	168·49	251·87	116·24	178·88	189·16	168·17	245·83
		2nd „	222·41	218·88	159·59	210·03	143·72	207·11	132·19	180·07	163·57	134·62	199·04
41	Other coaching traffic *Tons*	1st half	1·49	2·96	1·12	2·43	2·29	2·55	1·06	1·19	1·11	1·16	0·60
		2nd „	1·43	2·69	1·04	2·29	1·92	2·13	1·16	1·59	1·02	1·19	0·63
	VEHICLES AND VEHICLE MILEAGE—												
	Number of coaching vehicles hauled one mile (in thousands)—												
42	1st class . . . *Vehicle-miles*	1st half	1,513	931	1,210	5,075	6,646	1,499	458	4,970	1,538	545	2,213
		2nd „	1,644	998	1,389	4,904	6,706	1,550	422	5,376	1,497	598	2,513
43	2nd „ . . „	1st half	1,483	2,277	1,169	6,565	6,864	1,824	458	4,903	1,814	540	1,921
		2nd „	1,682	2,280	1,341	6,343	6,830	1,870	435	5,543	1,237	592	2,317
44	3rd or intermediate class „	1st half	1,267	1,050	2,085	7,038	3,877	193	1,704	6,463	2,399	225	1,918
		2nd „	1,045	1,006	2,354	7,039	4,231	137	1,799	6,192	2,018	272	2,200
45	4th or lowest „ „	1st half	12,460	10,612	7,464	41,163	25,384	10,428		36,708	9,257	3,874	21,187
		2nd „	13,010	11,013	8,141	40,876	26,911	11,043		41,182	8,749	4,034	24,446
46	Other vehicles . „	1st half	1,035	2,255	1,565	5,996	7,015	1,505	514	3,912	1,149	574	427
		2nd „	1,166	2,315	1,606	6,194	7,223	1,582	535	4,205	845	617	488
47	Brake-vans . . . . „	1st half	2,337	1,668	1,189	6,679	7,287	2,671	107	6,894	2,327	425	2,881
		2nd „	2,573	1,778	1,212	6,681	7,257	2,803	110	7,895	2,040	494	4,308
48	Total . . . . . „	1st half	20,095	18,793	14,682	72,516	57,193	18,120	3,241	63,850	17,984	6,183	30,547
		2nd „	21,120	19,390	15,993	72,039	59,188	18,985	3,301	70,393	16,386	6,607	36,272
	Average number of vehicles in a coaching train—												
49	1st class . . *No.*	1st half	1·17	0·75	1·14	1·18	1·60	1·22	1·19	1·06	0·94	1·51	1·59
		2nd „	1·23	0·76	1·16	1·15	1·54	1·11	1·30	1·08	0·96	1·61	1·65
50	2nd „ . . „	1st half	1·15	1·84	1·10	1·53	1·66	1·48	1·19	1·04	0·81	1·49	1·38
		2nd „	1·26	1·73	1·16	1·49	1·57	1·35	1·33	1·11	0·79	1·59	1·52
51	3rd or intermediate class „	1st half	0·98	0·85	1·96	1·64	0·94	0·16	4·43	1·37	1·47	0·62	1·38
		2nd „	0·79	0·77	2·04	1·67	0·97	0·10	5·52	1·24	1·29	0·73	1·45
52	4th or lowest „ „	1st half	9·64	8·55	7·04	9·61	6·12	8·50		7·79	5·69	10·71	15·21
		2nd „	9·76	8·38	7·05	9·62	6·17	7·94		8·25	5·61	10·82	16·05
53	Other vehicles „	1st half	0·80	1·82	1·48	1·40	1·70	1·23	1·33	0·83	0·71	1·59	0·31
		2nd „	0·88	1·76	1·39	1·46	1·66	1·14	1·64	0·84	0·54	1·66	0·32
54	Brake-vans „	1st half	1·80	1·34	1·12	1·56	1·76	2·18	0·28	1·46	1·48	1·17	2·07
		2nd „	1·93	1·35	1·05	1·57	1·66	2·01	0·34	1·58	1·31	1·32	2·33
55	Total „	1st half	15·54	15·15	13·84	16·92	13·78	14·77	8·42	13·55	11·05	17·09	21·94
		2nd „	15·85	14·75	13·85	16·96	13·57	13·65	10·13	14·10	10·50	17·73	23·32
	Average earnings per coaching vehicle per mile—												
56	1st class . . *Pies*	1st half	16·58	25·27	12·39	17·09	15·22	22·42	9·50	11·88	14·64	10·14	2·94
		2nd „	13·00	19·77	11·05	14·27	15·09	19·42	10·88	9·89	14·83	9·05	2,12
57	2nd „ . . „	1st half	17·40	30·39	16·95	13·24	20·60	25·46	22·26	15·00	22·31	9·07	4·78
		2nd „	17·25	27·48	15·24	13·04	20·48	23·92	23·94	14·23	24·72	7·80	3·73
58	3rd or intermediate class „	1st half	26·86	49·35	22·80	26·23	49·93	78·81	51·26	24·68	31·64	8·12	9·24
		2nd „	33·07	46·04	19·30	26·40	39·80	90·48	48·65	26·53	29·17	7·77	8·01
59	4th or lowest „ „	1st half	53·73	53·93	57·52	50·37	50·42	63·22		47·22	73·25	43·74	31·51
		2nd „	51·48	50·43	50·71	43·88	42·16	55·66		45·15	63·37	34 13	24·10
60	Other vehicles „	1st half	75·49	47·52	35·04	53·13	47·46	75·42	35·10	51·01	64·07	31·27	37·12
		2nd „	64·80	41·41	37·14	48 79	43·33	66·85	32·27	63·75	76·85	30·70	32·58

DIX 18—*continued.*

system during each half-year of 1907—contd.

do not prepare these statistics.

3′ 3¾″										2′ 6″					Gauge.	
13 (*a*) to (*d*)	14 (*a*) and (*b*).	3 (*b*) and (*c*)	7 (*c*)	17 (*a*) to (*e*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Ruralia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
1·24	1·61	1·06	0·75	0·87	0·85	0·71	1·00	1·08	2·39	0·64	2·75	0·68	...	0·24	1st half	36
0·61	1·49	0·95	0·56	0·50	0·57	0·80	0·84	1·08	1·32	0·62	3·77	0·70	4·66	0·15	2nd „	
7·57	3·48	3·14	6·03	3·01	2·44	3·69	4·78	3·98	4·26	1·44	4·62	1·02	...	1·03	1st half	37
4·45	3·56	2·50	5·52	2·51	2·25	4·32	4·10	3·66	3·23	1·56	6·48	1·11	15·32	0·47	2nd „	
8·83	...	17·99	...	9·65	7·20	2·29	...	...	6·05	1·34	...	1·02	...	2·23	1st half	38
3·60	...	15·18	...	7·20	5·59	2·35	...	...	3·82	1·44	...	0·59	16·09	1·57	2nd „	
227·20	203·27	183·49	160·47	241·11	212·31	183·60	285·06	196·00	385·99	300·46	43·64	98·06	...	174·32	1st half	39
155·43	181·39	151·79	127·86	187·43	195·19	169·68	263·54	168·83	305·55	236·98	48·51	104·06	445·50	128·00	2nd „	
244·33	213·36	205·68	167·25	254·64	222·80	190·38	290·84	201·06	398·69	303·88	51·01	100·78	...	177·92	1st half	40
166·09	186·44	173·42	133·94	197·64	203·60	177·15	268·48	173·57	313·92	240·60	58·76	106·46	481·59	130·19	2nd „	
1·62	0·94	1·52	0·81	1·85	1·60	0·73	0·93	1·28	1·74	0·97	1·17	0·33	...	0·66	1st half	41
0·71	1·07	1·25	0·66	1·30	1·50	0·78	0·71	1·15	1·53	0·80	1·38	0·31	2·18	0·49	2nd „	
366	1,570	976	341	345	2,590	393	1,489	1,388	26	85	57	41	...	8	1st half	42
372	1,562	1,000	376	354	2,583	383	1,546	1,413	29	92	72	46	9	8	2nd „	
485	1,880	826	364	353	2,497	349	1,703	1,494	24	85	60	40	...	8	1st half	43
492	1,909	804	411	352	2,514	343	1,518	1,501	24	92	68	46	15	7	2nd „	
381	...	1,612	...	473	1,313	168	...	...	29	50	....	46	...		1st half	44
419	...	1,679	...	492	1,288	175	...	...	28	54	...	48	3	129	2nd „	
2,570	16,563	7,612	1,813	3,860	26,437	2,675	17,899	11,808	276	1,586	212	547	...	150	1st half	45
2,950	16,339	9,086	1,789	4,163	27,919	2,418	18,745	11,613	279	1,615	207	563	64		2nd „	
132	1,030	1,007	376	353	1,856	173	2,014	1,238	7	66		62	...	8	1st half	46
131	1,184	1,023	420	338	1,867	161	2,065	1,212	11	82		120	10	6	2nd „	
483	1,430	838	73	906	4,945	481	918	1,598	52	51	104	55	...	17	1st half	47
547	1,399	1,070	83	971	5,230	480	813	1,614	53	77	105	63	1	20	2nd „	
4,417	22,473	12,881	2,967	6,290	39,638	4,239	24,023	17,516	414	1,923	433	791	...	170	1st half	48
4,911	22,893	14,662	3,079	6,670	41,401	3,960	24,687	17,353	424	2,012	452	886	102	191	2nd „	
1·29	1·49	1·41	1·12	1·28	1·31	1·59	1·13	1·42	1·63	1·35	1·33	0·45	...	0·74	1st half	49
1·34	1·45	1·21	1·10	1·07	1·23	1·65	1·09	1·42	1·54	1·36	1·64	0·53	3·55	0·57	2nd „	
2·51	1·79	1·20	1·19	1·31	1·27	1·41	1·29	1·52	1·49	1·35	1·41	0·44	...	0·74	1st half	50
1·78	1·77	0·97	1·20	1·07	1·20	1·48	1·07	1·51	1·29	1·36	1·56	0·53	5·99	0·57	2nd „	
1·97	...	2·32	...	1·75	0·67	0·68	...	...	1·82	0·78	...	0·52	...		1st half	51
1·51	...	2·04	...	1·49	0·61	0·76	...	...	1·50	0·79	...	0·55	1·27	11·84	2nd „	
														11·25		
13·29	15·77	10·96	5·94	14·30	13·41	10·84	13·53	12·10	17·28	25·09	4·95	6·10	...		1st half	52
10·85	15·62	10·98	5·22	12·63	13·27	10·42	13·23	11·68	14·97	23·85	4·76	6·49	24·81		2nd „	
0·68	0·98	1·45	1·23	1·31	0·94	0·70	1·52	1·27	0·47	1·05		6·70	...	0·70	1st half	53
0·48	1·10	1·23	1·22	1·03	0·89	0·69	1·46	1·22	0·57	1·21	2·42	1·38	3·75	0·44	2nd „	
2·50	1·36	1·20	0·24	3·35	2·51	1·95	0·69	1·64	3·27	0·81	2·42	0·61	...	1·60	1st half	54
1·98	1·30	1·29	0·24	2·95	2·48	2·07	0·58	1·62	2·88	1·14		0·73	10·48	1·50	2nd „	
22·84	21·39	18·54	9·72	23·30	20·11	17·17	18·16	17·95	25·96	30·43	10·11	8·82	...	15·62	1st half	55
17·74	21·24	17·72	8·98	20·24	19·68	17·07	17·43	17·45	22·75	29·71	10·38	10·21	39·85	14·33	2nd „	
7·52	16·65	10·43	7·84	9·69	7·66	10·32	10·37	11·94	26·34	7·35	119·21	17·79	...	7·28	1st half	56
5·30	15·95	10·52	6·03	6·41	5·53	13·18	8·80	11·77	15·41	7·10	128·12	15·22	20·82	4·10	2nd „	
17·04	14·78	17·35	26·60	15·67	10·60	21·62	16·79	15·85	25·53	8·37	105·39	13·47	...	10·58	1st half	57
14·60	15·24	18·18	23·74	16·29	10·52	26·65	19·22	14·66	22·42	8·61	109·26	11·93	20·11	6·03	2nd „	
17·93	...	22·75	...	15·81	32·35	14·87	...	...	9·94	7·08	...	5·90	...		1st half	58
14·79	...	25·54	...	13·51	27·21	13·82	...	...	7·61	7·00	...	3·22	56·81	45·00	2nd „	
47·02	39·46	41·09	53·99	34·11	31·74	36·14	42·11	33·74	44·61	23·94	92·47	36·17	...	34·75	1st half	59
40·12	34·61	34·55	48·94	29·63	29·47	35·20	39·87	30·12	40·75	19·88	107·08	36·06	53·87		2nd „	
113·57	35·15	51·60	40·10	42·62	53·91	61·52	23·68	44·87	182·63	39·52	100·87	25·09	...	41·59	1st half	60
71·68	33·58	47·85	33·37	51·01	49·26	72·45	23·99	42·21	90·27	28·36	116·10	11·30	25·21	43·90	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	Particulars.	Gauge.	5′ 6″										
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	1 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	COACHING TRAFFIC—*contd.* VEHICLES AND VEHICLE-MILEAGE—*concld.*												
	Carrying capacity hauled one mile (excluding brakes) (in thousands)—												
61	1st class . . . . *Seats*	1st half	17,958	22,725	24,516	77,338	91,141	16,261	5,925	90,011	35,128	6,340	22,691
		2nd ,,	20,593	24,432	28,477	75,288	92,014	16,542	5,405	95,333	32,939	6,937	23,321
62	2nd ,, ... ,,	1st half	27,758	74,925	29,093	140,036	193,485	31,742	10,078	103,225	30,563	6,297	27,135
		2nd ,,	31,727	72,955	31,975	134,851	191,367	32,174	9,636	114,967	27,813	6,883	28,934
63	3rd or intermediate class . ,,	1st half	45,992	46,146	97,998	312,132	214,883	7,658	98,510	242,203	83,670	4,852	45,977
		2nd ,,	38,045	43,602	106,757	313,242	236,960	5,430		236,593	70,344	5,529	46,706
64	4th or lowest class . . ,,	1st half	653,745	574,234	414,783	2,236,267	1,305,558	610,030	110,821	1,958,761	549,058	136,866	659,461
		2nd ,,	683,502	592,166	446,805	2,213,154	1,386,299	636,383		2,170,614	520,645	143,157	673,048
65	Other vehicles . . . *Tons*	1st half	9,201	11,367	15,487	49,826	35,912	9,163	3,820	49,945	25,251	1,696	1,173
		2nd ,,	10,566	11,666	16,269	47,700	37,198	9,461	3,854	57,925	21,344	1,818	1,790
	Percentage of freight upon capacity hauled—												
66	1st class . . . *Per cent.*	1st half	10·76	9·81	4·47	7·57	10·20	18·24	4·68	5·57	5·36	5·10	2·22
		2nd ,,	8·01	7·55	3·79	6·92	10·13	15·33	5·18	4·86	5·53	5·00	1·86
67	2nd ,, ... ,,	1st half	18·83	19·64	10·40	9·27	16·36	32·28	20·03	14·34	17·14	9·90	5·47
		2nd ,,	13·89	16·61	9·06	10·07	16·14	29·84	21·90	14·31	20·02	8·81	5·04
68	3rd or intermediate class ,,	1st half	23·44	37·36	16·36	18·13	29·22	44·18	45·41	21·85	29·91	10·53	12·28
		2nd ,,	18·72	35·47	14·19	19·88	29·96	50·72		23·04	27·56	9·80	11·85
69	4th or lowest class . ,,	1st half	44·13	47·05	42·68	41·12	45·57	47·95	40·57	39·19	50·21	43·44	50·75
		2nd ,,	40·88	43·50	37·03	35·99	38·22	42·10		37·91	43·87	34·01	43·94
70	Other vehicles . . ,,	1st half	20·99	32·33	7·67	20·36	26·49	34·21	10·70	11·21	7·15	24·54	71·42
		2nd ,,	18·02	30·27	7·40	20·39	22·50	31·28	9·78	13·66	7·49	24·43	53·82
	WEIGHT OF TRAIN AND TON-MILEAGE.												
	Gross ton-mileage of all coaching trains (in thousands)—												
71	Freight . . . *Ton-miles*	1st half	20,531	22,321	13,123	70,535	52,426	22,004	3,146	56,552	20,456	4,093	21,428
		2nd ,,	19,844	21,068	12,368	63,729	46,973	20,540	3,015	62,341	17,096	3,480	19,198
72	Dead weight . . . . ,,	1st half	319,637	303,459	247,238	1,270,244	1,016,792	278,213	46,921	1,069,366	353,371	64,857	247,636
		2nd ,,	333,784	323,176	274,163	1,273,716	1,069,753	305,277	50,488	1,164,622	330,499	65,445	257,771
73	Total . . . . . ,,	1st half	339,208	325,780	260,361	1,340,829	1,069,218	295,217	50,067	1,125,918	373,827	65,955	269,064
		2nd ,,	353,628	344,244	286,531	1,336,455	1,116,726	326,817	53,504	1,226,969	347,595	68,925	276,969
	Average weight of a coaching train—												
74	Freight . . . . *Tons*	1st half	15·87	17·90	12·37	16·48	12·65	17·93	8·17	12·00	12·57	11·33	15·39
		2nd ,,	14·89	16·03	10·71	15·00	10·77	14·77	9·25	12·49	10·96	9·33	12·60
75	Dead weight . . . . ,,	1st half	246·47	244·60	233·05	296·54	245·26	292·64	121·84	226·86	217·14	170·95	177·83
		2nd ,,	230·14	245·90	237·33	298·65	245·25	290·15	188·03	233·29	211·83	175·61	169·25
76	Total . . . . . ,,	1st half	262·34	262·59	245·42	313·02	257·91	240·57	130·01	238·86	229·71	182·28	193·22
		2nd ,,	265·33	261·93	248·04	314·65	256·02	234·92	192·28	245·88	222·79	184·94	181·85
	COST OF WORKING AND PROFITS—												
77	Average cost of hauling a coaching train one mile . . *Rs.*	1st half	1·29	1·33	1·93	1·07	1·34	1·99	1·17	1·31	1·35	1·98	0·97
		2nd ,,	1·40	1·73	1·72	1·11	1·60	2·05	1·00	1·23	1·54	1·81	0·99
78	Average cost of hauling a coaching vehicle with its load one mile . . . . . *Pies*	1st half	17·20	18·45	29·18	11·16	21·37	30·28	12·47	20·77	27·06	28·84	9·41
		2nd ,,	19·26	24·32	25·88	11·51	25·76	33·87	12·36	18·87	32·18	21·13	9·01
	Average cost of hauling a coaching unit one mile—												
79	Per passenger unit . . *Pies*	1st half	0·94	0·91	1·70	0·81	1·33	1·39	0·73	1·32	1·29	2·05	0·75
		2nd ,,	1·14	1·34	1·78	0·93	1·85	1·74	0·76	1·24	1·73	2·04	0·93
80	Other traffic per ton . . . ,,	1st half	8·29	10·31	49·12	7·35	14·33	12·61	15·19	12·50	14·13	29·23	4·81
		2nd ,,	10·23	14·82	45·51	7·79	20·53	15·67	17·27	8·76	14·82	27·01	5·01
81	Average profit on working a coaching train one mile . *Rs.*	1st half	2·12	2·13	0·85	2·27	1·24	1·69	2·32	1·15	1·46	0·89	1·79
		2nd ,,	1·84	1·36	0·77	1·87	0·62	0·97	1·92	1·30	0·90	0·55	1·27
	Average profit on working a coaching vehicle one mile—												
82	1st class . . . . *Pies*	1st half	—0·62	6·82	—16·79	5·93	—6·15	—7·36	—2·97	—8·89	—12·30	—13·70	—6·47
		2nd ,,	—6·26	—5·05	—14·83	2·76	—10·67	—14·45	—1·98	—8·98	—17·35	—12·03	—6·89
83	2nd ,, ... ,,	1st half	0·20	11·94	—12·23	2·08	—0·77	—4·82	9·79	—5·77	—4·72	—14·77	—4·63
		2nd ,,	—2·01	2·66	—10·64	1·53	—5·28	—9·95	11·58	—4·64	—7·46	—13·53	—5·28
84	3rd or intermediate class . ,,	1st half	9·66	30·90	—6·38	15·12	28·56	48·53	38·79	3·91	4·61	—15·72	—0·17
		2nd ,,	13·21	21·29	—6·58	14·89	14·04	56·61		7·66	—3·01	—15·36	—1·00
85	4th or lowest class . . ,,	1st half	36·53	35·49	23·34	32·21	29·05	32·94	36·29	26·45	46·22	19·90	22·10
		2nd ,,	32·22	25·61	24·83	32·37	16·40	21·79		26·28	31·19	13·00	15·09
86	Other vehicles . . . ,,	1st half	58·29	29·07	5·86	41·97	26·09	45·14	22·63	30·24	37·04	7·43	77·71
		2nd ,,	45·54	16·59	11·26	37·23	17·57	32·98	19·91	44·88	44·67	9·57	73·57

DIX 18—*continued.*

***system during each half-year of 1907*—contd.**

do not prepare these statistics.

3′ 3½″										2′ 6″					Gauge	Serial number.
(a) to (d)	14 (a) & (b)	3 (b) & (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	8 (h)	8 (i) & (j)	1 (e)	1 (f)	Number.	
Bhavnagar-Gondal-Junagad-Porbandar	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
2,548	15,555	10,834	6,190	2,750	26,163	9,106	15,151	11,170	297	688	626	559	...	98	1st half	61
2,313	15,279	11,156	6,427	4,228	25,542	4,499	15,074	11,417	328	692	701	631	62	91	2nd „	
4,893	32,171	10,050	8,220	2,822	29,964	8,574	18,967	13,468	286	765	774	553	...	98	1st half	62
4,776	32,218	9,682	9,511	4,227	30,170	5,119	36,997	18,686	290	880	944	630	162	91	2nd „	
6,216	...	31,385	...	12,276	32,986	7,590	...	...	700	765	...	1,214	...		1st half	63
6,523	...	32,349	...	12,688	32,501	3,871	...	...	673	830	...	1,382	69	4,249	2nd „	
75,543	490,547	222,085	94,364	121,716	872,514	177,700	583,281	377,513	8,000	44,287	5,092	13,168	...	4,887	1st half	64
84,701	488,451	272,851	95,837	131,754	923,620	161,069	609,683	373,347	8,092	46,904	4,890	12,903	891		2nd „	
515	2,748	5,131	2,002	4,056	9,984	6,286	5,172	34,99	30	853	414	185	...	25	1st half	65
511	3,330	5,370	2,321	4,337	9,670	1,757	5,342	3,441	43	897	421	358	19	19	2nd „	
9·42	10·39	6·78	3·72	8·51	6·39	1·92	8·75	9·46	12·85	6·34	18·79	10·93	...	3·78	1st half	66
6·70	10·53	7·05	2·99	3·92	4·70	4·15	7·91	9·45	7·51	6·06	21·56	9·61	19·52	2·26	2nd „	
29·34	11·67	21·74	22·38	28·78	16·06	10·62	33·31	21·05	23·76	11·89	25·58	16·57	...	11·53	1st half	67
25·82	11·93	21·34	10·89	19·54	15·67	19·56	34·21	19·48	20·78	12·75	29·89	15·25	24·42	6·83	2nd „	
37·45	...	39·82	...	21·23	43·04	7·47	...	...	18·81	11·08	...	7·20	...		1st half	68
23·74	...	46·49	...	18·71	36·19	14·11	...	...	10·57	11·71	...	3·70	60·13	45·40	2nd „	
53·18	44·59	57·40	51·91	53·48	47·96	25·52	64·64	50·66	76·95	42·87	36·69	66·81	...	35·87	1st half	69
50·82	39·42	46·02	45·74	46·88	44·45	24·44	61·24	44·96	70·25	34·15	43·19	69·98	128·81		2nd „	
60·66	35·83	20·63	12·28	8·96	31·63	2·87	23·85	35·56	92·78	7·20	12·14	15·65	...	28·22	1st half	70
38·55	34·79	19·30	9·71	9·87	32·73	10·25	18·72	33·29	66·88	6·03	14·23	7·57	29·67	33·64	2nd „	
3,193	14,574	9,705	3,356	4,514	29,668	3,025	24,495	13,136	414	1,217	190	576	...	124	1st half	71
2,988	13,360	9,716	3,026	4,359	28,942	2,674	23,985	11,615	381	1,036	225	585	81	111	2nd „	
28,772	212,666	102,264	34,132	49,009	317,040	64,059	197,136	149,637	3,323	12,437	3,573	4,601	...	664	1st half	72
34,462	219,512	121,399	35,895	55,915	336,068	60,750	205,283	150,426	3,486	13,272	3,686	4,731	627	755	2nd „	
31,965	227,240	111,969	37,488	53,523	346,708	67,084	221,631	162,773	3,737	13,654	3,763	5,177	...	788	1st half	73
37,450	232,872	131,115	38,911	58,274	365,010	63,424	229,273	162,041	3,867	14,308	3,911	5,316	708	866	2nd „	
16·51	13·87	13·97	10·99	16·72	15·05	12·26	18·52	13·46	25·96	19·26	4·44	6·42	...	11·36	1st half	74
10·79	12·39	11·74	8·83	13·23	13·76	11·52	16·93	11·68	20·49	15·29	5·18	6·75	31·58	8·32	2nd „	
148·73	202·44	147·20	111·81	181·53	160·86	259·49	149·04	153·36	208·37	196·80	88·44	51·29	...	60·79	1st half	75
124·45	203·61	146·77	120·90	163·59	159·78	261·81	144·91	151·30	187·38	196·00	84·67	54·52	243·33	56·61	2nd „	
165·24	216·31	161·17	122·80	198·25	175·91	271·75	167·56	166·82	234·33	216·06	87·88	57·71	...	72·15	1st half	76
135·24	216·00	158·51	129·73	176·82	173·54	273·33	161·84	162·98	207·87	211·29	89·85	61·27	91	64·93	2nd „	
1·54	1·77	1·42	1·49	1·63	1·17	1·38	1·33	1·26	2·14	1·44	2·49	1·19	...	0·70	1st half	77
1·22	1·99	1·28	1·20	1·13	1·25	1·46	1·27	1·49	2·13	1·48	2·57	1·49	1·56	0·76	2nd „	
14·56	16·93	15·68	19·79	16·21	12·76	17·38	14·61	14·85	22·82	9·35	47·31	27·79	...	9·54	1st half	78
14·38	19·13	14·94	16·47	12·58	13·92	18·65	14·49	18·06	20·59	9·59	47·50	30·25	7·59	11·43	2nd „	
1·16	1·52	1·16	1·01	1·19	0·95	1·32	0·80	1·11	1·00	0·88	7·10	2·07	...	0·71	1st half	79
1·36	1·94	1·23	0·96	1·02	1·11	1·50	0·83	1·52	1·26	1·09	6·41	2·27	0·56	1·08	2nd „	
7·31	16·78	22·32	22·81	15·83	8·57	17·59	22·82	14·96	6·57	10·51	98·64	60·88	...	11·39	1st half	80
11·20	18·55	25·05	22·56	12·78	9·45	16·99	28·47	19·30	9·24	14·75	84·67	146·08	13·91	12·61	2nd „	
2·60	1·92	1·82	1·66	1·47	1·55	1·19	2·00	1·38	2·71	2·04	2·76	0·14	...	2·30	1st half	81
1·47	1·28	1·43	1·44	1·32	1·20	1·09	1·82	0·81	1·65	1·36	3·53	*—0·10*	7·27	1·42	2nd „	
—7·04	*—0·28*	*—5·25*	*—11·95*	*—6·52*	*—5·10*	*—6·56*	*—4·24*	*—2·91*	3·52	*—2·00*	71·90	*—10·00*	...	*—2·26*	1st half	82
—9·53	*—3·18*	*—4·42*	*—10·44*	*—6·17*	*—8·39*	*—5·47*	*—5·69*	*—6·29*	*—5·18*	*—2·49*	80·62	*—15·03*	*—13·73*	*—7·33*	2nd „	
2·48	*—2·15*	1·67	6·81	*—0·54*	*—2·16*	4·24	2·18	1·00	2·71	*—0·98*	58·08	*—14·32*	...	1·04	1st half	83
—0·23	*—3·39*	3·24	7·27	3·71	*—3·40*	3·00	4·73	*—3·40*	1·83	*—0·98*	62·46	*—18·32*	*—12·52*	*—5·36*	2nd „	
3·37	...	7·07	...	*—0·40*	19·59	*—2·51*	...	...	*—12·88*	*—2·27*	...	*—21·89*	...		1st half	84
—0·09	...	10·60	...	0·93	13·29	*—4·83*	...	...	*—12·98*	*—2·59*	...	*—27·03*	49·22	35·46	2nd „	
32·46	22·53	25·41	34·20	17·90	18·98	18·76	27·50	18·89	21·79	14·59	45·16	8·38	...	23·32	1st half	85
25·24	15·48	19·61	32·47	17·05	15·55	16·55	25·38	12·06	20·16	10·29	59·58	5·81	26·28		2nd „	
99·01	18·22	35·92	20·31	26·41	41·15	44·14	9·07	30·02	109·81	30·17	53·56	*—2·70*	...	32·05	1st half	86
56·30	14·45	32·91	16·90	38·43	25·34	53·80	9·50	24·15	69·68	18·77	68·60	*—18·45*	17·62	37·47	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	Particulars.	Gauge.	5′ 6″									
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	COACHING TRAFFIC—*concld.*												
	COST OF WORKING AND PROFITS—*concld.*												
	Average profit on working a coaching unit one mile—												
87	Per passenger unit . . *Pies*	1st half	1·52	1·45	0·89	1·63	1·13	1·05	1·55	1·09	1·33	0·94	1·30
		2nd „	1·41	1·04	0·90	1·46	0·60	0·70	1·61	1·16	0·89	0·65	1·12
88	Other traffic per ton . . „	1st half	32·16	18·85	—2·94	23·30	20·52	23·60	20·29	23·15	26·66	13·39	33·58
		2nd „	29·44	12·32	3·99	23·29	16·87	20·08	17·83	25·13	25·77	15·64	36·84
	GOODS TRAFFIC.												
	GROSS RECEIPTS AND TRAIN MILEAGE—												
	(*In thousands.*)												
89	Receipts from goods traffic . *Rs.*	1st half	1,04,95	93,94	34,92	2,90,88	2,90,31	65,93	20,21	2,49,15	42,54	11,65	53,93
		2nd „	77,61	58,57	63,27	2,62,05	1,83,30	61,41	18,14	2,72,58	46,50	15,02	37,95
90	Goods train-miles run . . *No.*	1st half	2,000	967	709	5,515	5,164	1,380	407	4,992	991	502	1,388
		2nd „	1,785	745	887	5,184	4,994	1,386	359	5,195	1,123	536	1,198
91	Average goods receipts per train-mile . . . . *Rs.*	1st half	5·25	9·71	4·93	5·27	5·62	4·78	4·97	4·99	4·29	2·32	3·89
		2nd „	4·35	7·86	7·56	5·06	4·43	4·43	5·06	5·25	4·14	2·81	3·17
	UNITS AND UNIT-MILEAGE.												
	(*In thousands.*)												
92	Tons of goods carried one mile . . . . . *Ton-miles.*	1st half	437,545	321,659	108,744	1,470,685	949,300	191,301	65,181	1,062,818	163,991	45,817	185,432
		2nd „	335,366	182,462	155,563	1,355,881	606,735	177,728	60,059	1,208,177	175,355	54,909	135,337
93	Average sum received for carrying a ton one mile . *Pies*	1st half	4·61	5·61	6·16	3·80	5·87	6·62	5·95	4·50	4·98	4·83	5·58
		2nd „	4·44	6·16	7·81	3·71	5·80	6·63	5·80	4·33	5·09	5·25	5·38
94	Average number of tons in a train . . . . . *Tons*	1st half	218·76	332·60	153·42	266·66	183·82	138·59	121·58	212·89	165·56	91·86	133·63
		2nd „	187·88	245·00	185·94	261·58	148·18	128·27	132·74	232·55	156·20	102·53	112·95
	VEHICLES AND VEHICLE-MILEAGE.—												
	Number of goods vehicles hauled one mile—												
	(*In thousands.*)												
95	Loaded . . . *Vehicle-miles*	1st half	33,207	30,181	16,971	134,693	97,230	24,801	5,517	95,979	22,742	7,063	31,431
		2nd „	33,769	21,345	20,970	123,429	75,542	23,744	4,989	111,314	21,217	8,522	24,110
96	Empty . . „	1st half	15,064	9,075	4,417	62,766	30,467	7,939	2,976	25,778	5,385	2,586	11,712
		2nd „	12,904	5,912	8,162	62,692	20,620	7,266	2,745	35,293	8,565	2,753	10,998
97	Brake-vans . . „	1st half	3,208	997	746	5,907	2,702	2,265	717	4,891	749	558	1,634
		2nd „	2,539	815	843	5,583	7,505	2,243	675	5,175	844	662	1,783
98	Total . . . . „	1st half	56,479	40,253	22,134	203,366	137,489	35,005	9,210	126,648	28,876	10,207	44,827
		2nd „	49,212	28,072	29,975	191,904	103,667	33,253	8,409	151,782	30,626	11,937	36,891
	Average number of vehicles in a goods train—												
99	Freight vehicles . . . *No.*	1st half	26·63	40·59	30·18	35·80	24·73	23·72	15·84	24·39	23·40	19·24	31·09
		2nd „	26·15	36·60	34·82	35·94	23·49	22·38	17·10	28·22	26·53	21·05	29·30
100	Brake-vans . . . . „	1st half	1·60	1·33	1·05	1·07	1·89	1·64	1·34	0·98	0·75	1·11	1·21
		2nd „	1·42	1·09	1·01	1·08	1·83	1·62	1·49	1·00	0·75	1·24	1·49
101	Total . . . . . „	1st half	28·23	41·62	31·23	36·87	26·62	25·36	17·18	25·37	29·15	20·35	32·30
		2nd „	27·57	37·69	35·83	37·02	25·32	24·00	18·59	29·22	27·28	22·29	30·79
102	Average earnings per goods vehicle per mile (excluding brakes) . . . . . *Pies*	1st half	37·83	45·94	30·30	28·28	43·65	38·66	45·69	39·29	29·04	23·19	24·00
		2nd „	31·93	41·26	41·70	27·00	36·60	38·02	45·05	35·70	29·97	25·58	20·76
103	Carrying capacity hauled one mile (excluding brakes) . *Tons*	1st half	370,416	545,685	300,492	2,988,780	1,843,172	471,941	135,183	1,945,630	364,169	91,560	433,748
		2nd „	784,394	376,900	413,774	2,863,645	1,403,036	451,063	124,165	2,407,652	405,220	109,182	352,691
104	Percentage of freight upon capacity hauled . . . *Per cent.*	1st half	50·27	58·95	36·19	49·29	51·50	40·53	48·22	54·63	45·03	50·04	42·75
		2nd „	42·75	48·16	37·60	47·35	43·24	39·40	48·37	50·18	43·27	50·29	38·37
105	Average load of a goods vehicle (including both loaded and empty) per mile . . *Tons*	1st half	8·21	8·19	5·08	7·45	7·43	5·84	7·67	8·73	5·83	4·75	4·20
		2nd „	7·19	6·69	5·34	7·28	6·31	5·73	7·77	8·24	5·89	4·87	3·85
106	Average load of a loaded goods vehicle per mile . „	1st half	11·45	10·66	6·41	10·92	9·76	7·71	11·82	11·07	7·21	6·49	5·90
		2nd „	9·93	8·55	7·42	10·99	8·03	7·49	12·04	10·85	8·26	6·44	5·61
	WEIGHT OF TRAIN AND TON-MILEAGE—												
	Gross ton-mileage of all goods trains—												
	(*In thousands.*)												
107	Freight . . . . *Tons*	1st half	437,545	321,659	108,744	1,470,685	949,300	191,301	65,181	1,062,818	163,991	45,817	185,432
		2nd „	335,366	182,462	155,563	1,355,881	606,735	177,728	60,059	1,208,177	175,355	54,909	135,337
108	Dead weight . . . . „	1st half	554,657	341,948	222,969	1,903,812	1,432,013	350,310	99,506	1,304,655	277,189	67,625	230,457
		2nd „	489,468	249,347	297,324	1,802,728	1,093,853	352,234	90,622	1,500,231	305,148	79,169	190,910
109	Total . . . . . „	1st half	992,202	663,607	331,713	3,374,497	2,381,313	541,611	164,687	2,367,473	441,180	113,442	415,889
		2nd „	824,834	431,809	452,887	3,158,609	1,700,588	529,962	150,681	2,708,408	480,503	134,078	326,247

DIX 18—*continued.*

system during each half-year of 1907—contd.

do not prepare these statistics.

3′ 3½″										2′ 6″					Gauge.	
13 (*a*) to (*d*)	14 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	(*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkhand and Kumaon.	South Indian.	Southern Maharatta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26		28	29	30	31
1·77	1·64	1·50	1·15	0·96	1·16	1·04	1·27	1·13	1·18	1·19	5·75	0·29	...	2·36	1st half	87
1·55	1·23	1·43	1·21	1·10	0·99	0·97	1·25	0·73	0·88	0·99	8·76	0·08	2·77	1·97	2nd „	
40·32	19·99	26·77	21·06	25·60	23·11	41·45	15·83	29·67	29·16	32·15	109·14	—7·53	...	32·82	1st half	88
36·60	15·78	22 17	19·38	27·53	19·61	47·90	21·07	25·36	24·49	28·18	11924	—93·88	29 39	31·00	2nd „	
7,17	52,95	24,76	13,81	12,16	95,28	8,13	32,76	45,82	65	2,93	2,11	74	...	27	1st half	89
3,91	38,39	24,75	5,92	8,54	78,40	5,93	31,89	38,82	34	2,85	2,12	83	24	26	2nd „	
182	1,666	668	338	373	2,459	2,46	1,102	1,492	11	1,56	64	119	...	19	1st half	90
115	1,606	670	211	300	2,088	2,39	1,156	1,439	9	1,75	65	112	8	18	2nd „	
4·43	3·18	3·71	4·08	3·26	3·87	3·30	2·97	3·07	5·84	1·87	3·27	0·62	...	1·46	1st half	91
3·41	2·39	3·70	2·80	2·84	3·75	2·48	2·76	2·70	3·93	1·63	3·27	0·74	3·03	1·44	2nd „	
13,574	146,842	79,484	28,906	35,797	315,744	24,769	86,679	135,581	705	9,175	1,063	1,618	...	577	1st half	92
7,977	124,066	71,398	13,220	24,393	286,958	18,486	89,173	119,970	415	12,690	1,220	1,818	332	642	2nd „	
10·14	6·92	5·98	9·18	6·52	5·79	6·30	7·26	6·49	17·53	6·13	33·11	8·80	...	9·06	1st half	93
9·40	5·94	6·64	8·59	6·72	5·25	6·16	6·87	6·21	15·94	4·24	33·42	8·75	13·77	7·78	2nd „	
38·94	38·14	118 98	55·91	95·90	128·39	100·60	78·64	90·85	63·82	58·67	16·49	13·61	...	30·98	1st half	94
59·67	77·23	106·59	32·70	81·18	137 41	77 38	77·14	83 28	47·46	73 82	18·79	16·25	42·27	35·46	2nd „	
3,310	27,251	13,644	4,352	5,603	59,550	3,576	17,843	25,993	199	2,270	287	740	...	186	1st half	95
2,035	24,097	16,827	2,450	4,683	48,940	3,281	17,762	23,718	127	2,405	312	925	87	151	2nd „	
1,088	11,377	2,421	1,751	2,629	20,168	1,848	5,659	6,495	88	1,287	174	260	...	79	1st half	96
1,016	10,329	4,359	825	2,161	17,002	1,784	5,465	6,446	76	1,459	100	304	40	94	2nd „	
113	2,817	783	744	95	2,616	314	1,693	1,965	...	160	...	173	...	24	1st half	97
58	2,266	743	474	49	1,987	344	1,645	1,982	...	187	...	167	3	26	2nd „	
4,511	40,945	16,848	6,847	8,327	82,334	5,738	25,195	34,453	287	3,657	461	1,173	...	289	1st half	98
3,109	56,692	21,929	3,749	6,893	67,929	5,409	24,872	32,146	203	4,001	412	1,396	130	271	2nd „	
27·19	23·19	24·05	11·81	22·05	32·42	22·03	21·32	21·77	26·06	22·74	7·16	8·42	...	14·24	1st half	99
26·64	21·43	31·63	8·10	22·78	31·58	21·21	20·09	20·96	23 23	22·13	6·35	10·99	16·24	13·55	2nd „	
0·71	1·39	1·17	1·44	0·26	1·06	1·28	1·54	1·32	...	0·64	...	1·45	...	1·28	1st half	100
0·51	1·41	1·11	1·17	0·16	0 95	1·44	1·42	1·38	...	0·73	...	1·49	0·37	1·44	2nd „	
27·90	24·58	25·22	13·25	22·31	33·48	23·31	22·86	23·09	26·06	23·38	7·16	9·87	...	15·52	1st half	101
27·15	22·84	32·74	9·27	22·94	32·53	22 65	21·51	22·34	23 23	22·91	6·35	12·48	16·61	14 99	2nd „	
31·30	26·32	28·22	43·45	28·36	22·95	28·78	26·76	27·08	43·06	15·80	87·76	14·24	...	19·69	1st half	102
24·58	21·41	22·43	34·68	23·95	22 83	22·48	26·36	24·71	32 49	14·15	98 91	12·94	35 84	20 36	2nd „	
33,471	324,439	136,799	66,160	78,621	704,312	62,074	176,670	241,776	2,449	28,940	3,570	4,472	...	1,930	1st half	103
23,549	290,164	139,948	34,642	67,161	584,563	51,037	174,776	226,783	1,657	31,396	3,189	5,508	1,106	1,726	2nd „	
40·56	45·26	58·10	43·69	45·53	44·83	39·90	49·06	56·08	28·76	31·70	29·77	36·18	...	29·87	1st half	104
39·87	42·76	37·59	38·16	36·32	49 09	36·22	51·02	52·90	25 03	41·06	38 24	33·03	30·05	35·95	2nd „	
3·09	3·80	4·95	4 74	4·35	3·96	4·57	3·69	4·17	2·44	2·58	2·30	1·62	...	2·17	1st half	105
2·61	3·60	3·87	4·04	3 56	4 35	3·65	3·84	3·98	2·04	3·34	2·96	1·48	2·60	2·62	2nd „	
4·10	5·99	5·83	6·64	6·39	5·30	6·93	4·86	5·22	3·53	4·04	3·70	2·18	...	3·09	1st half	106
3·22	5·15	4·24	5·40	5·21	5·86	5·63	5 02	5·06	3·27	5·36	3·91	1·97	3·30	4·25	2nd „	
13,574	146,842	79,484	28,906	35,797	315,744	24,769	86,679	135,581	704	9,175	1,063	1,618	...	576	1st half	107
7,977	124,066	71,398	13,220	24,393	286,958	18,486	89,173	119,970	415	12,690	1,219	1,818	332	642	2nd „	
21,065	246,102	103,406	44,879	45,469	379,036	33,913	152,147	187,800	1,529	20,821	4,017	5,049	...	1,255	1st half	108
14,697	225,454	124,367	25,261	37,285	317,835	33,741	153,730	178,294	1,117	22,758	3,894	5,146	847	1,187	2nd „	
34,639	392,944	182,980	73,785	81,266	694,780	58,682	238,826	323,381	2,233	29,996	5,080	6,667	...	1,831	1st half	109
22,674	349,520	196,265	38,581	61,678	601,293	52,227	242,903	298,264	1,532	35,648	5,113	6,964	1,179	1,829	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	Particulars.	Gauge.	5′ 6″										
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	GOODS TRAFFIC—*concld.*												
	WEIGHT OF TRAIN AND TON-MILEAGE—*concld.*												
	Average weight of a goods train—												
110	Freight . . . . *Tons*	1st half	218·76	332·60	153·42	266·86	183·82	138·59	121·58	212·89	165·56	91·36	133·63
		2nd „	187·88	245·00	185·94	261·58	148·18	128·27	133·74	232·55	156·20	102·53	112·95
111	Dead weight . . . . „	1st half	277·82	353·58	314·58	345·19	277·29	258·79	185·60	261·34	279·83	134·84	166·08
		2nd „	274·20	334·82	355·39	347·78	237·15	254·22	216·81	288·76	271·82	147·83	159·33
112	Total . . . . „	1st half	496·08	686·18	468·00	611·85	461·11	392·38	307·18	474·23	445·39	226·20	299·71
		2nd „	462·08	579·82	541·33	609·36	415·33	382·49	350·55	521·31	428·02	250·36	272·28
	COST OF WORKING AND PROFIT.												
113	Average cost of hauling a goods train one mile . *Rs.*	1st half	2·33	3·47	3·69	2·10	2·39	3·24	1·65	2·60	2·63	2·45	1·51
		2nd „	2·43	3·83	3·76	2·15	2·59	3·34	1·61	2·61	2·96	2·44	1·48
114	Average cost of hauling a goods vehicle with its load one mile . . . *Pies.*	1st half	16·77	16·40	23·45	11·27	18·53	26·21	15·13	20·43	17·76	24·47	9·32
		2nd „	17·35	20·11	20·75	11·49	21·18	28·66	14·37	17·75	21·43	22·29	9·67
115	Average cost of hauling a goods unit (*viz.*, one ton) one mile . . . . „	1st half	2·04	2·00	4·61	1·51	2·50	4·49	1·97	2·24	3·05	5·15	2·17
		2nd „	2·48	3·00	3·88	1·58	3·36	5·00	1·85	2·15	3·64	4·58	2·51
115 A	Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . . . „	1st half	4·17	3·62	7·51	2·87	4·23	8·04	4·50	4·28	5·63	10·16	4·27
		2nd „	5·29	5·81	6·15	3·05	5·77	8·78	4·57	3·93	6·29	8·96	5·23
116	Average profit on working a goods train one mile . *Rs.*	1st half	2·92	6·24	1·24	3·17	3·28	1·54	3·32	2·39	1·66	—0·13	2·38
		2nd „	1·92	4·03	3·80	2·91	1·89	1·09	3·45	2·64	1·18	0·37	1·69
117	Average profit on working a goods vehicle with its load one mile . . . *Pies*	1st half	21·06	29·54	6·85	17·01	25·07	12·45	30·56	18·66	11·28	—1·28	14·68
		2nd „	14·03	21·15	20·95	15·51	15·42	9·36	30·68	17·95	8·54	3·29	11·09
118	Average profit on working a goods unit (*viz.*, one ton) one mile . . . . „	1st half	2·57	3·61	1·55	2·29	3·37	2·13	3·98	2·16	1·93	—0·27	3·41
		2nd „	1·96	3·16	3·93	2·13	2·44	1·63	3·95	2·18	1·45	0·67	2·87
	DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.												
	Percentage on Total Earnings—												
119	Coaching traffic . *Per cent.*	1st half	28·33	31·01	42·74	32·51	26·68	39·59	22·06	31·21	47·73	44·32	39·86
		2nd „	34·59	40·20	30·27	31·92	34·03	39·54	23·59	31·30	42·38	34·55	45·34
120	Goods traffic . . . . „	1st half	68·58	67·86	50·59	66·01	72·39	57·74	73·53	67·09	44·23	49·68	53·18
		2nd „	62·07	57·95	66·47	65·97	64·49	57·71	71·09	67·60	51·75	59·05	46·91
121	Sundries, including telegraph . . . . . „	1st half	2·71	1·13	6·67	1·14	0·98	2·67	4·41	1·70	7·94	5·78	1·76
		2nd „	3·01	1·85	3·26	1·78	1·48	2·75	5·32	1·10	5·87	6·14	1·77
122	Steam-boat earnings . . „	1st half	0·38	...	...	0·34	...	...	...	...	...	0·22	6·20
		2nd „	0·38	...	...	0·33	...	...	...	...	...	0·26	5·93
	Total . . „	1st half	100·00	100·00	100·00	100·00	10·000	100·00	10·000	100·00	100·00	100·00	100·00
		2nd „	100·00	100·00	100·00	100·00	10·000	100·00	100·00	100·00	100·00	100·00	100·00
	Percentage of Working Expenses on Total Earnings—												
123	Maintenance . . *Per cent.*	1st half	7·69	6·92	22·75	9·19	8·62	18·41	10·10	16·59	12·44	27·72	12·43
		2nd „	10·85	11·29	18·89	9·31	10·98	26·38	7·48	12·09	17·60	26·24	14·37
124	Locomotive expenses . „	1st half	15·62	14·85	15·14	11·03	20·87	20·96	10·09	21·10	25·05	22·66	9·83
		2nd „	17·83	18·49	12·22	12·27	27·38	22·88	10·73	20·27	30·64	20·94	12·90
125	Carriage and wagon expenses . . . . . „	1st half	4·48	4·24	5·89	3·33	3·74	8·15	2·66	3·06	4·09	7·40	2·60
		2nd „	5·18	7·70	8·34	3·86	6·86	5·43	3·82	5·21	3·57	4·92	3·26
126	Traffic expenses . . „	1st half	7·87	6·17	18·67	8·74	7·05	7·72	5·22	7·79	9·78	12·99	6·20
		2nd „	9·28	7·93	14·48	10·23	9·89	9·08	5·57	8·21	10·77	13·36	8·13
127	General charges . . „	1st half	4·45	3·35	5·65	3·38	3·14	4·21	4·62	2·98	4·22	12·30	3·97
		2nd „	5·90	4·42	4·57	3·95	4·58	5·76	5·11	2·78	4·46	11·29	5·16
128	Miscellaneous expenses . „	1st half	2·71	1·71	3·11	2·23	2·20	2·38	1·69	1·53	2·45	6·23	2·52
		2nd „	3·32	2·63	3·59	2·12	3·61	2·51	1·83	1·38	2·59	6·84	1·47
129	Steam-boat expenses . „	1st half	1·16	...	...	0·22	...	...	...	0·02	...	0·86	2·59
		2nd „	1·21	...	...	0·33	...	...	...	0·01	...	0·31	3·53
130	TOTAL WORKING EXPENSES „	1st half	43·98	37·24	71·21	38·12	45·62	62·53	34·38	53·07	58·03	90·16	40·12
		2nd „	53·57	52·46	57·00	42·07	63·30	72·02	34·04	49·95	69·63	88·90	48·78

DIX 18—*continued.*

***system during each half-year of 1907*—contd.**

do not prepare these statistics.

3′ 3¾″										2′ 6″					Gauge.	
13 (*a*) to (*d*)	14 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
33·94	33·14	113·98	55·91	95·90	123·39	110·60	73·64	90·85	63·82	58·67	16·49	13·61	...	30·98	1st half	110
69·66	77·23	106·59	32·70	81·13	137·41	77·38	77·14	83·38	47·46	73·82	18·79	16·25	43·27	35·46	2nd ,,	
130·25	147·72	154·93	86·81	121·80	154·13	187·74	138·03	125·84	138·46	133·14	62·33	43·48	...	67·41	1st half	111
128·36	140·34	186·42	83·46	124·09	151·95	141·24	132·98	123·91	127·85	130·34	60·00	46·00	107·70	65·57	2nd ,,	
214·19	235·86	273·91	142·72	217·70	282·52	248·34	216·67	216·69	202·28	191·81	78·81	56·09	...	98·39	1st half	112
193·02	217·57	293·01	116·16	205·27	289·36	218·62	210·12	207·29	175·31	204·16	78·79	62·25	149·97	101·03	2nd ,,	
2·00	1·93	2·41	1·74	1·85	1·88	1·21	1·72	1·64	1·85	1·28	2·23	1·15	...	0·95	1st half	113
1·79	2·00	2·36	1·21	1·32	2·08	1·17	1·65	1·89	1·80	1·88	2·25	1·52	0·85	1·19	2nd ,,	
14·12	15·95	19·21	18·47	16·10	11·18	10·54	15·47	14·45	12·63	10·80	5·90	26·33	...	12·80	1st half	114
12·89	17·93	14·35	14·93	11·09	12·64	10·55	15·78	17·35	14·88	11·97	6·07	26·53	10·04	16·84	2nd ,,	
4·57	4·19	3·68	3·90	3·70	2·81	2·31	4·20	3·46	5·57	4·19	26·01	16·28	...	5·89	1st half	115
4·93	4·98	4·25	3·70	3·11	2·91	2·89	4·11	4·36	7·29	3·59	23·01	17·94	3·86	6·44	2nd ,,	
8·75	7·11	6·78	6·87	5·46	4·44	4·18	7·41	6·65	19·71	8·94	71·72	30·68	...	14·14	1st half	115 A.
10·08	8·61	7·31	8·61	5·37	4·60	5·37	7·24	7·89	31·80	7·14	62·47	30·85	11·80	13·63	2nd ,,	
2·43	1·25	1·30	2·34	1·41	1·99	2·09	1·25	1·43	3·99	0·59	1·04	—0·53	...	0·51	1st half	116
1·62	0·39	1·34	1·59	1·52	1·67	1·31	1·11	0·81	2·13	0·25	1·02	—0·78	2·18	0·25	2nd ,,	
17·13	10·37	9·01	24·98	12·26	11·82	18·24	11·29	12·63	29·43	5·00	27·86	—12·09	...	6·89	1st half	117
11·69	3·48	8·08	19·75	12·86	10·19	11·89	10·58	7·36	17·61	2·18	30·84	—18·59	25·80	3·52	2nd ,,	
5·57	2·73	2·10	5·28	2·82	2·98	3·99	3·06	3·03	12·01	1·94	12·11	—7·48	...	3·17	1st half	118
4·47	0·96	2·39	4·89	3·61	2·34	3·27	2·76	1·85	8·65	0·65	10·42	—9·19	9·91	1·34	2nd ,,	
51·23	41·63	43·41	30·71	40·26	35·31	41·42	56·54	35·44	53·69	42·33	51·05	60·98	...	53·56	1st half	119
63·41	47·10	42·33	47·22	47·04	38·37	47·80	57·02	36·45	66·30	39·15	54·74	58·50	42·07	52·29	2nd ,,	
45·36	56·91	47·76	67·30	57·66	62·82	53·15	42·07	63·11	44·72	56·27	47·88	37·95	...	44·49	1st half	120
33·23	51·31	46·74	49·20	49·66	59·08	43·00	41·58	61·80	32·36	59·06	43·73	40·20	44·04	46·82	2nd ,,	
2·91	1·12	0·96	1·99	2·08	1·87	5·43	1·39	1·45	1·59	1·40	1·07	1·07	...	1·95	1st half	121
3·36	1·27	1·27	3·58	3·30	2·05	4·20	1·40	1·75	1·34	1·79	1·53	1·30	13·89	0·89	2nd ,,	
...	0·34	7·87	...	...	...	...	...	...	...	...	...	...	...	...	1st half	122
...	0·32	9·61	...	...	...	...	...	...	...	...	...	...	...	...	2nd ,,	
100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	...	100·00	1st half	
100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	2nd ,,	
14·23	15·26	15·94	20·33	24·39	9·70	8·32	13·59	11·84	11·36	14·35	14·38	35·19	...	5·19	1st half	123
11·16	17·33	13·46	5·13	8·50	12·20	9·97	12·03	18·51	19·05	17·50	15·41	52·22	4·16	18·65	2nd ,,	
9·36	18·09	12·28	9·64	16·96	18·35	14·10	16·15	18·64	12·46	19·12	20·09	40·69	...	18·60	1st half	124
14·51	26·06	15·11	14·64	20·09	20·27	17·18	17·20	28·93	14·23	25·10	21·23	38·84	2·91	21·95	2nd ,,	
1·99	5·71	4·31	1·37	2·80	5·16	4·80	3·90	6·17	1·92	2·00	4·38	5·98	...	2·90	1st half	125
3·57	8·42	4·50	2·39	3·40	5·48	4·78	4·59	7·63	2·88	4·29	2·77	11·89	1·46	2·39	2nd ,,	
7·27	8·39	10·88	5·84	5·72	8·08	7·47	7·21	7·59	7·12	11·26	7·90	25·01	...	7·88	1st half	126
8·48	11·58	10·87	10·66	6·96	9·16	10·19	8·06	8·89	9·87	13·48	7·20	27·67	1·30	7·18	2nd ,,	
6·86	5·94	4·96	6·70	3·38	4·33	6·34	6·06	6·57	5·30	8·24	6·46	14·44	...	7·03	1st half	127
9·98	7·63	4·79	11·71	4·38	5·23	7·93	6·87	7·78	6·33	8·83	6·55	12·25	5·71	7·12	2nd ,,	
8·04	2·05	2·56	1·25	2·48	1·32	1·14	1·38	1·25	1·30	1·30	4·75	4·46	...	0·57	1st half	128
1·84	1·07	2·42	1·60	2·12	1·58	0·67	1·54	1·98	1·70	1·68	1·49	3·84	4·24	0·46	2nd ,,	
...	0·90	6·66	...	...	...	...	...	...	...	...	...	3·51	...	...	1st half	129
...	1·35	6·92	...	...	...	...	...	...	...	...	...	3·22	...	...	2nd ,,	
13·89	56·44	57·59	45·13	55·73	46·94	42·17	48·29	58·06	39·46	56·77	57·96	129·28	...	42·17	1st half	130
49·54	73·94	58·07	46·13	46·05	53·92	50·72	49·79	68·72	53·56	70·88	54·65	149·98	19·78	57·75	2nd ,,	

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number	1 (*a*)	2 (*a*) to ( )	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	PER MILE OF LINE MAINTAINED.							TABLE A.—MAINTENANCE OF WAY.					
131*a*	General superintendence (including office expenses) . . *Rs.*	1st half	165·69	171·24	337·42	237·81	167·09	188·80	153·63	154·97	148·47	145·78	98·81
		2nd „	172·10	172·00	372 18	238·05	168·90	195·43	150 66	152·34	147·53	148·17	98·33
132*a*	Maintenance and renewal of permanent-way . . . „	1st half	226·54	657·71	1,615·80	901·02	541·32	653·55	39·632	310·19	486·10	448·97	427·27
		2nd „	365·25	785·39	2,001·72	705·01	536·42	832·09	244 49	550 44	410·90	499·72	265·74
133*a*	Repairs of bridges, &c. . . „	1st half	143·07	156·02	534·33	133·32	258·52	301·54	139·54	86·46	65·33	132·17	124·92
		2nd „	65·67	157·13	414·97	106·40	175·80	343·19	40·18	113 96	358·97	99·58	186 37
134*a*	Conservancy of rivers . . . „	1st half	...	...	...	...	...	...	...	15·56	6·21	...	0·87
		2nd „	...	...	0·95	...	...	...	...	31·50	7·68	...	0·05
135*a*	Repairs of stations and buildings„	1st half	93·29	120·43	420·04	325·17	171·81	139·02	34·87	212·09	110·50	82·61	41·08
		2nd „	94·90	126·43	521·65	297·11	147·32	185·53	37·74	178·62	117·13	79·75	37·07
136*a*	Other charges (net) . . . „	1st half	55·29	48·86	185·00	159·00	89·50	205·25	67·39	237·34	89·17	34·15	29·88
		2nd „	85·88	44·56	232·65	151·34	82·55	384·46	71·31	128·47	157·82	38·87	52·12
137*a*	Total maintenance, &c. . . „	1st half	688·88	1,154·26	3,142·59	1,656·32	1,228·24	1468·16	791·65	1,516·61	905·78	843·68	722·83
		2nd „	783·80	1,235·51	3,544·12	1,497·91	1,110·99	1940·70	544·88	1,155·33	1200·03	866 09	639 88
	PER MILE OF TRACK, INCLUDING SIDINGS.												
131*b*	General superintendence (including office expenses) . . *Rs.*	1st half	133·99	114·40	205·06	151·75	118·98	155·65	136·54	120·00	123·79	128·83	84·66
		2nd „	139·62	117·85	222 03	150·88	119·74	161·16	133·81	114·14	127·91	130·77	84·18
132*b*	Maintenance and renewal of permanent-way . . . „	1st half	183·20	439·37	981·96	511·14	385·47	538·80	352·15	627·42	421·67	396·75	385·06
		2nd „	296·32	508·86	1,194·17	446·34	380·29	686 17	217·14	412·42	356 25	441·04	227·05
133*b*	Repairs of bridges, &c. . . „	1st half	115·70	104·22	355·11	85·08	184·08	248·60	124·01	66·96	56·67	116·81	107·62
		2nd „	53·28	107 66	247·56	67·44	124·64	283·01	35·68	85·39	311·22	87·90	159·23
134*b*	Conservancy of rivers . . . „	1st half	...	...	...	...	...	...	...	12·05	5·38	...	0·75
		2nd „	...	...	0·57	...	...	...	...	28·61	6 65	...	0·04
135*b*	Repairs of stations and buildings„	1st half	75·45	80·45	255·27	207·49	122·35	114·61	31 00	164·25	95·85	73·01	35·20
		2nd „	76·99	88·62	311·20	188·32	104·44	152·99	33·52	133·33	101·55	70·39	31·67
136*b*	Other charges (net) . . . „	1st half	44·71	32·64	112·42	101·46	63·73	169·21	59·88	183·80	77·35	30·16	25·60
		2nd „	69·67	30·54	138·79	95·92	58·52	317·04	69·33	96·25	136·83	34·29	44·53
137*b*	Total maintenance, &c. . . . „	1st half	558·05	771·08	1,909·82	1,056·92	874·61	1,226·87	703·58	1,174·48	785·71	745·56	619·29
		2nd „	635·88	846·53	2,114·32	949·40	787·63	1,690·37	483·43	865·64	1,040·41	76·489	546·70
	PER TOTAL TRAIN-MILE.												
131*c*	General superintendence (including office expenses) . . *As.*	1st half	1·39	1·03	1·52	0·95	0·81	1·65	1·48	1·04	1·19	2·08	0·95
		2nd „	1·53	1·23	1·51	1·00	0·90	1·63	1·50	1·01	1·16	2 01	0·99
132*c*	Maintenance and renewal of permanent-way . . . „	1st half	1·89	3·95	7·30	3·20	2·62	5·72	3·83	5 43	3·91	6·41	4·10
		2nd „	3·24	5·27	8·16	2·95	2·85	6·94	2·43	8·65	3 23	6·78	2·67
133*c*	Repairs of bridges, &c. . . „	1st half	1·20	0·94	2·64	0·53	1·25	2·63	1·35	0·58	0·53	1·89	1·20
		2nd „	0·59	1·13	1·69	0·45	0·93	2·86	0 40	0·76	2·82	1 36	1·87
134*c*	Conservancy of rivers . . . „	1st half	...	...	...	...	...	...	...	0·10	0·05	...	0·01
		2nd „	...	...	...	...	...	...	...	0·20	0·06	...	...
135*c*	Repairs of stations and buildings„	1st half	0·78	0·72	1·90	1·30	0·83	1·21	0·38	1·42	0·89	1·17	0·40
		2nd „	0·84	0·91	2·13	1·24	0 78	1·55	0·37	1·18	0·92	1·09	0·37
136*c*	Other charges (net) . . . „	1st half	0·46	0·30	0·84	0·63	0·43	1·80	0·66	1·59	0·72	0·50	0·28
		2nd „	0·76	0·32	0·95	0·63	0·44	3·20	0·71	0·85	1·24	0 52	0·52
137*c*	Total maintenance, &c. . . . „	1st half	5·72	6·24	14·20	6·61	5·94	13·01	7·65	10·16	7·29	12·05	6·24
		2nd „	6·96	8·86	14·44	6·27	5·90	16·18	5·41	7·65	9 43	11·76	6·42
	PER 1,000 GROSS TON-MILES.												
131*d*	General superintendence (including office expenses) . . *Rs.*	1st half	0·21	0·15	0·29	0·12	0·14	0·32	0·25	0·18	0·24	0·63	0·24
		2nd „	0·25	0·21	0·26	0·13	0·17	0·33	0·26	0·16	0·24	0·56	0 28
132*d*	Maintenance and renewal of permanent-way . . . „	1st half	0·29	0·55	1·36	0·42	0·44	1·10	0·65	0·94	0·78	1·93	1·03
		2nd „	0·54	0·87	1·37	0·39	0·53	1·41	0 42	0·59	0·65	1 90	0·75
	Repairs of bridges, &c. . . „	1st half	0 19	0·13	0·49	0·07	0·21	0·51	0·23	0·10	0·11	0·57	0·30
		2nd „	0·10	0·19	0·29	0·06	0·17	0·58	0·07	0·12	0·57	0·83	0·52
134*d*	Conservancy of rivers . . „	1st half	...	...	...	...	...	...	...	0·02	0·01	...	...
		2nd „	...	...	...	...	...	...	...	0 04	0·01	...	...
135*d*	Repairs of stations and buildings„	1st half	0·12	0·10	0·36	0·17	0·14	0·23	0·05	0·24	0·18	0·35	0 10
		2nd „	0·14	0·14	0·36	0·16	0·15	0·31	0·07	0·19	0·29	0·30	0·10
136*d*	Other charges „	1st half	0·07	0·04	0·15	0·08	0·07	0·35	0·11	0·23	0·14	0·15	0·07
		2nd „	0·12	0·05	0·15	0·08	0 08	0·65	0·12	0·14	0·25	0·15	0·15
137*d*	Total maintenance, &c. . . „	1st half	0·88	0·97	2·65	0·86	1·00	2·51	1·29	1·76	1·46	3·63	1·74
		2nd „	1·15	1·47	2·43	0·82	1·10	3·38	0·94	1·24	1·91	3·29	1·80

DIX 18—*continued.*

system during each half-year of 1907—contd.

do not prepare these statistics.

3′ 3½″										2′ 6″					GAUGE.	
13 (*a*) to (*d*)	14 (*a*) and (*b*)	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to(*n*)	19 (*a*) & (*b*)	20 (*a*) to(*f*)	21 (*a*) to(*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
WORKS AND STATIONS.																
18·18	145·74	115·65	138·43	19·69	103·09	79·56	166·82	81·59	48·71	88·14	256·90	113·76	...	7·34	1st half	131*a*
53·39	140·20	118·05	130·67	23·53	103·42	88·95	170·52	81·45	40·19	108·19	224·97	110·34	8·48	7·73	2nd „	
401·61	369·47	376·91	842·38	547·84	420·46	175·55	348·03	311·53	170·69	134·42	224·60	181·05	...	40·99	1st half	132*a*
166·81	460·06	266·09	—*79·66*	121·19	437·58	172·08	280·45	377·25	226·85	174·52	287·23	197·22	110·32	133·91	2nd „	
6·22	161·14	186·82	7·78	5·27	56·95	60·17	213·99	30·19	6·80	21·77	474·76	75·29	...	5·37	1st half	133*a*
7·96	100·12	162·45	13·55	3 90	120·25	35·24	176·24	88·29	1·43	8·37	514·59	113·76	...	3·16	2nd „	
...	0·03	11·59	...	...	...	0·12	...	...	...	...	...	56·33	...	...	1st half	134*a*
...	0·06	— *0·29*	...	...	...	6 88	...	...	...	...	...	260 86	...	...	2nd „	
18·56	116·04	185·11	23·56	18·00	61·72	26·58	53·91	35·92	12·78	46·78	58·90	49·01	...	2·60	1st half	135*a*
38·78	108·44	222·74	32·91	9·72	77·37	47·48	65·39	67·96	13·42	9 73	97·09	51·68	...	13·61	2nd „	
23·67	73·84	132·35	54·73	26·67	65·45	22·33	—*7·22*	38·52	9·52	7·43	50·48	45·66	...	—*0·65*	1st half	136*a*
27·01	105·32	102 21	60·29	16·97	33·38	31·66	—*16·10*	57·09	18·64	36·68	134·76	76·07	2·76	23·59	2nd „	
498·24	1,066·26	1,008·48	1,066·88	617·47	707·67	364·31	775·53	497·75	243·50	298·54	1,065·59	521·10	...	55·65	1st half	137*a*
208·95	914·20	871·25	157·76	175·31	772·00	382·29	676·50	672·04	300·53	337·49	1,258·64	814 93	121·56	183·00	2nd „	
48·30	123·68	98·00	134·52	18·66	88·01	69·14	147·48	73·46	40·92	81·31	233·63	108·23	...	6·92	1st half	131*b*
45·45	118·24	.99·76	117·53	22·27	87·86	76·99	150·63	73·25	37·62	99·80	204·34	100·03	7·79	7·28	2nd „	
364·79	483·28	319·41	757·70	519·10	358·94	152·54	307·69	280·49	159·77	124·00	204·25	164·29	...	38·61	1st half	132*b*
151·36	387 99	224·87	—*71·66*	114·71	371·75	148·24	247·73	339·28	212·34	160·99	260·89	178 88	101·34	126·16	2nd „	
5·65	136·75	158·32	7·00	4·99	48·62	52·28	189·18	27·19	6·37	20·08	431·76	68·32	...	5·06	1st half	133*b*
7·22	84·44	137·28	12·19	3 69	102·16	30·50	155 68	79·40	1·33	7·72	467·41	107·72	...	2·98	2nd „	
...	0·03	9·82	...	...	...	0·10	...	...	...	...	...	51·12	...	...	1st half	134*b*
...	0·05	—*0·24*	...	...	...	5·95	...	...	...	...	...	236·60	...	...	2nd „	
12·32	98·47	156·87	21·19	17·06	52·69	23·10	47·66	32·34	12·07	43·15	53·56	44·47	...	2·45	1st half	135*b*
35·19	91·45	188 23	29·60	9·19	65·73	41·10	57·76	61·12	13·56	8·98	88·19	46·87	...	12·82	2nd „	
21·51	62·66	112·16	49·23	25·28	55·86	19·40	—*6·38*	34·68	8·99	6·85	45·88	41·43	...	—*0·61*	1st half	136*b*
24·50	85·52	86·37	54·24	16·06	28·36	27·38	—*14·22*	51·34	17·46	33·83	122·40	68·99	2·53	22·22	2nd „	
452·17	904·87	854·58	959·64	555·09	604·12	316·56	685·63	448·16	228·12	275·89	969·08	472·86	...	52·43	1st half	137*b*
266·73	770·99	736·27	141·90	165·92	655·86	330·66	597·58	604·39	281·31	311 32	1,143·23	739·14	111·66	171·46	2nd „	
1·07	1·15	1·11	1·61	0·40	0·77	0·91	1·50	0·91	1·74	1·61	2·28	1·15	...	0·23	1st half	131*c*
0·98	1·19	1·03	1·92	0·50	0·83	0·97	1·45	0·93	1·59	1·79	1·97	1·17	0·24	0·22	2nd „	
3·11	4·49	3·63	9·79	11·35	3·16	1·99	3·13	3·49	6·81	2·45	1·99	1·83	...	1·26	1st half	132*c*
3·05	3·89	2 32	—*1·17*	2·57	3·50	1·89	2·38	4·29	8·93	2·88	2 51	2·10	3·13	3·88	2nd „	
0·13	1·27	1·80	0·09	0·11	0·43	0·68	1·93	0·34	0·27	0·40	4·20	0·76	...	0·17	1st half	133*c*
0·14	0·65	1·42	0·20	0·08	0·96	0·39	1·50	1·01	0·06	0·14	4 51	1·26	...	0·09	2nd „	
...	...	0·11	...	...	...	...	...	...	...	...	...	0·57	...	...	1st half	134*c*
...	...	...	...	...	...	0 08	...	...	...	...	...	2·77	...	...	2nd „	
0·27	0·92	1·78	0·28	0·33	0·46	0·30	0·49	0·40	0·51	0·85	0·52	0·50	...	0·08	1st half	135*c*
0·71	0·91	1·95	0·48	0·20	0·62	0·52	0·55	0 77	0·53	0·16	0 85	0 55	...	0·40	2nd „	
0·48	0·58	1·27	0·63	0·56	0·49	0·25	—*0·07*	0·43	0·38	0·14	0·45	0·47	...	—0·02	1st half	136*c*
0·50	0 89	0 90	0 89	0·36	0·27	0·34	—*0·14*	0·65	0·73	0·60	1·19	0·81	0·08	0·68	2nd „	
10·06	8·41	9·70	12·10	12·80	5·31	4·13	6·98	5·57	9·71	5·45	9·44	5·28	...	1·72	1st half	137*c*
5·38	7·73	7·62	2·32	3·71	6·18	4·19	5·74	7·65	11·84	5·57	11·03	8·66	3·45	5·27	2nd „	
0·36	0·31	0·32	0·48	0·12	0·21	0·22	0·49	0·29	0·49	0·51	1·72	1·27	...	0·16	1st half	131*d*
0·40	0 34	0·30	0·67	0·16	0 23	0 25	0·49	0·31	0·50	0·54	1·48	1·19	0·08	0·16	2nd „	
2·70	1·23	1·05	2·96	3·39	0·84	0·49	1·03	1·10	1·92	0·77	1·51	2·02	...	0·99	1st half	132*d*
1·24	1·12	0 66	—*0·40*	0 84	0 95	0·48	0·81	1·42	2·82	0·88	1·89	2·12	1·08	2·83	2nd „	
0·04	0·35	0·52	0·03	0·03	0·11	0 16	0·63	0·11	0·08	0·12	3·19	0·84	...	0·12	1st half	133*d*
0·06	0 25	0·41	0 07	0 05	0·26	0·10	0·51	0·33	0·02	0·04	3·39	1 27	...	0·06	2nd „	
...	...	0·08	...	...	...	...	0·02	...	...	...	...	0·63	...	...	1st half	134*d*
...	...	...	...	...	...	...	...	...	...	...	...	2·80	...	...	2nd „	
0·09	0·25	0·51	0·08	0·11	0·12	0·08	0·16	0·13	0·14	0 27	0·40	0·54	...	0·06	1st half	135*d*
0·29	0 28	0·56	0 16	0 07	0·16	0 13	0·19	0·26	0 17	0·05	0 64	0 56	...	0 29	2nd „	
0·16	0·16	0·37	0·20	0·17	0·13	0·06	—*0·01*	0·14	0·10	0·04	0·34	0·51	...	—*0·01*	1st half	136*d*
0·20	0·26	0·35	0·20	0·12	0·07	0 09	—*0·05*	0·21	0·23	0 18	0·89	0·22	0·03	0·50	2nd „	
3·35	2·30	2·80	3·75	3·82	1·41	1·01	2·30	1·77	2·73	1·71	7·16	5·81	...	1·22	1st half	137*d*
2·19	2·28	2·18	0·80	1·23	1·67	1·07	1·95	2·53	3·74	1·09	8·29	3·76	1·19	3·84	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5' 6"										
		Number	1 (a)	2 (a) to (g)	3 (a)	4 (a) to (d)	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10 (a)	11 (a) & (b)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
												TABLE B.—LOCOMOTIVE	
	Average price of fuel per ton in terms of . . Coal . Rs.	1st half	4·14	16·05	6·57	1·97	11·17	13·18	4·67	13·74	8·03	8·39	7·17
		2nd „	4·33	15·97	7·21	1·97	11·69	13 98	4·64	14·72	6·87	8·45	7·59
	Wood . „	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.												
138a	General superintendence (including office expenses) . . . . *Annas*	1st half	1·01	0·65	0·58	0·72	0·63	0·69	0·75	0·54	0·66	0·86	0·39
		2nd „	1·10	0·74	0·47	0·79	0·73	0·67	0·73	0·50	0·64	0·78	0·43
139a	Running expenses . . „	1st half	2·63	2·67	2·06	2·22	2·73	2·16	1·77	1·49	1·17	1·56	0·82
		2nd „	2·66	2·86	2·16	2·27	2·90	2·20	1·76	1·61	1·20	1·58	0·82
140a	Fuel . . . . . „	1st half	2·14	6·79	3·06	1·16	4·91	5·64	1·85	5·39	3·23	3·43	2·34
		2nd „	2·27	6·50	3·55	1·36	5·16	6·03	1·96	6·58	3.22	3·16	2·17
141a	Water . . . . . „	1st half	0·18	0·54	0·21	0·12	0·33	0·32	0·23	0·26	0·17	0·23	0·16
		2nd „	0·20	0·53	0·18	0·13	0·32	0 32	0·24	0·27	0·18	0·20	0·17
142a	Oil, tallow and other stores . . . . „	1st half	0·39	0·70	0·43	0·38	0·48	0·53	0·37	0·28	0·40	0·28	0·20
		2nd „	0·29	0·74	0·50	0·40	0·50	0·54	0·33	0·28	0·40	0·36	0·19
143a	Maintenance and renewal of locomotives . . „	1st half	3·21	2·26	2·50	2·17	3·60	3·79	2·03	2·14	7·37	2·48	1·04
		2nd „	3·33	2·20	1·62	2·09	3·50	2·86	2·17	1·92	9 14	1·33	1·20
143A (a)	Maintenance and renewal of machinery, tools and plant . . . . „	1st half	0·17	0·23	0·36	0·16	0·23	0·12	0·04	0·50	0·25	0·03	0·04
		2nd „	0·16	0·33	0·40	0·14	0 34	0·14	0·06	0·45	0·33	0 02	0·06
144a	Other charges (net) . . „	1st half	1·39	1·01	0·25	1·00	1·48	1·44	0·60	1·82	1·39	0·99	0·67
		2nd „	1·43	0·57	0·47	1·07	1·27	1·27	0·51	1·25	1·31	1·46	0·79
145a	Total locomotive expenses . . . . . „	1st half	11·62	14·90	9·45	7·93	14·39	14·69	7·64	12·92	14·69	9·86	5·66
		2nd „	11·44	14·52	9·35	8·27	14·72	14·03	7·76	12·84	16·42	9 39	5·83
	Fuel consumed in terms of . . Coal (Kuhur baree) *lbs.*	1st half	72·34	59·21	65·04	70·69	61·61	59·89	55·54	59·97	57·17	56·93	45·67
		2nd „	73·25	57·03	67·97	69·07	61·78	60·42	59·28	62·54	59·06	52·33	40·03
	Wood „	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...
	PER ENGINE-MILE.												
138b	General superintendence (including office expenses) . . . . *Annas*	1st half	0·83	0·53	0·40	0·53	0·55	0·59	0·64	0·46	0·56	0·66	0·32
		2nd „	0·90	0·62	0·33	0·59	0·64	0·57	0·63	0·42	0·54	0·60	0·35
139b	Running expenses . . „	1st half	2·16	2·20	1·45	1·63	2·37	1·84	1·52	1·27	0·98	1·19	0·67
		2nd „	2·17	2·37	1·51	1·70	2·54	1·86	1·50	1·34	1·01	1·19	0·67
140b	Fuel . . . . . „	1st half	1·76	5·59	2·12	0·85	4·27	4·80	1·60	5·01	2·75	2·62	1·91
		2nd „	1·85	5·42	2·48	1·03	4·53	5·13	1·68	5·51	2·70	2·36	1·76
141b	Water . . . . . „	1st half	0·14	0·45	0·14	0·09	0·28	0·20	0·20	0·22	0·14	0·18	0·13
		2nd „	0·16	0·48	0·12	0·10	0·28	0·27	0·20	0·23	0·15	0·15	0·14
142b	Oil, tallow and other stores . . . . „	1st half	0·32	0·57	0·30	0·23	0·42	0·45	0·32	0·23	0·34	0·21	0·16
		2nd „	0·24	0·62	0·35	0·30	0·44	0·46	0·28	0·23	0·33	0·27	0·16
143b	Maintenance and renewal of locomotives . . „	1st half	2·64	1·86	1·73	1·59	3·13	3·33	1·75	1·82	6·18	1·90	0·85
		2nd „	2·72	1·84	1·14	1·56	3·08	2·43	1·85	1·61	7·56	1·36	0·97
143A (b)	Maintenance and renewal of machinery, tools and plant . . . . „	1st half	0·14	0·23	0·25	0·12	0·20	0·09	0·03	0·43	0·21	0·02	0·03
		2nd „	0·14	0·27	0·27	0·11	0·30	0·12	0·06	0·38	0·28	0·01	0·05
144b	Other charges (net) . „	1st half	1·56	0·83	0·17	0·74	1·28	1·21	0·51	1·55	1·16	0·76	0·54
		2nd „	1·16	0·48	0·33	0·79	1·11	1·08	0 44	1·03	1·10	1·09	0·64
145b	Total locomotive expenses . . . . . „	1st half	9·55	12·26	6·56	5·83	12·50	12·51	6·57	10·99	12·32	7·54	4·61
		2nd „	9·34	12·10	6·53	6·18	12·92	11·92	6 64	10·75	13·77	7·03	4·74
	Fuel consumed in terms of . . Coal (Kurhur baree) . *lbs.*	1st half	59·45	48·74	45·13	51·96	53·55	51·00	47·75	51·02	47·94	43·50	37·22
		2nd „	59·84	47·50	47·49	51·63	54·19	51·37	50·69	52·35	49·52	39·13	32·55
	Wood . „	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd „	...	...	...	...	...	...	...	...	...	...	...

DIX 18—*continued.*

system during each half-year of 1907—contd.

do not prepare these statistics.

3′ 3½″										2′ 6″					Gauge.	
13 (*a*) to (*d*)	14 (*a*) & (*b*)	3 (*b*) and (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*).	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund-and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
EXPENSES.																
17·39	11·50	7·09	4·80	16·68	15·48	...	11·81	10·55	16·69	4·75	13·88	13·69	...	4·15	1st half	
17·39	12·46	9·84	4·78	16·37	12·24	...	13·32	11·78	15·53	4·82	16·71	14·63	4·33	4·34	2nd „	
...	...	...	...	...	...	3·99	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	3·86	...	...	...	...	...	...	...	...	2nd „	
0·77	0·82	0·57	0·88	0·39	0·66	0·64	0·60	0·70	1·84	0·66	0·92	0·80	...	0·72	1st half	138*a*
0·70	0·88	0·58	1·10	0·41	0·71	0·65	0·59	0·72	1·72	0·58	0·93	0·49	0·08	0·33	2nd „	
1·22	2·64	1·28	1·51	0·80	1·82	0·70	1·64	1·74	0·69	1·07	1·85	1·07	...	0·95	1st half	139*a*
1·10	2·61	1·21	1·56	0·79	1·92	0·71	1·59	1·76	0·75	1·03	1·84	1·32	0·87	1·11	2nd „	
3·48	3·38	2·04	1·19	4·87	4·03	3·26	3·12	2·96	4·88	2·26	7·17	1·82	...	0·87	1st half	140*a*
3·27	3·65	2·99	1·21	4·84	3·17	2·88	3·73	3·49	4·02	2·23	8·06	2·25	0·94	0·98	2nd „	
0·14	0·29	0·15	0·17	0·38	0·26	0·23	0·16	0·22	0·39	0·41	0·43	0·46	...	0·31	1st half	141*a*
0·13	0·29	0·18	0·24	0·40	0·34	0·17	0·19	0·23	0·55	0·38	0·76	0·60	...	0·35	2nd „	
0·26	0·33	0·23	0·22	0·44	0·31	0·27	0·27	0·17	0·32	0·23	0·39	0·33	...	0·18	1st half	142*a*
0·26	0·34	0·30	0·21	0·42	0·31	0·32	0·29	0·19	0·34	0·20	0·35	0·41	...	0·33	2nd „	
0·51	1·64	1·13	1·07	1·43	1·93	0·99	2·16	1·73	2·15	0·66	2·21	0·77	...	1·71	1st half	143*a*
1·18	2·70	2·11	1·24	1·40	2·47	1·48	1·43	1·89	1·27	0·87	2·71	0·82	0·80	0·73	2nd „	
0·06	0·14	0·23	0·04	0·16	0·51	0·11	0·10	0·25	0·34	0·06	0·04	0·07	...	...	1st half	143 A (*a*)
0·08	0·19	0·26	0·04	0·15	0·73	0·14	0·13	0·28	0·19	0·04	0·19	0·12	...	0·03	2nd „	
0·11	0·47	1·81	0·80	0·43	0·48	0·60	0·25	1·00	0·01	1·89	0·19	0·78	...	1·42	1st half	144*a*
0·25	0·96	0·92	1·01	0·62	0·62	0·86	0·26	1·32	...	2·66	0·36	0·43	0·23	2·35	2nd „	
6·55	9·91	7·47	5·88	8·90	10·05	7·00	8·30	8·77	10·62	7·24	18·20	6·10	...	6·16	1st half	145*a*
6·97	11·62	8·55	6·61	9·03	10·27	7·21	8·21	9·28	8·84	7·99	15·20	6·44	2·42	6·21	2nd „	
28·02	43·64	40·30	34·87	41·61	36·47	...	32·68	39·34	36·96	66·58	72·76	18·56	...	29·42	1st half	
26·00	41·04	42·50	35·30	42·27	36·21	...	34·78	41·50	32·85	69·03	67·54	21·57	30·30	31·73	2nd „	
...	...	...	...	...	...	114·44	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	104·28	...	...	...	...	...	...	...	...	2nd „	
0·69	0·68	0·44	0·79	0·36	0·57	0·51	0·55	0·62	1·72	0·52	0·82	0·67	...	0·65	1st half	1385
0·64	0·72	0·45	0·98	0·38	0·61	0·51	0·54	0·62	1·62	0·46	0·82	0·39	0·07	0·31	2nd „	
1·10	2·16	0·99	1·35	0·74	1·57	0·56	1·49	1·52	0·67	0·85	1·65	0·90	...	0·85	1st half	1395
1·01	2·16	0·93	1·39	0·74	1·65	0·57	1·44	1·54	0·71	0·82	1·63	1·07	0·73	1·05	2nd „	
3·15	2·94	1·57	1·07	4·54	3·48	2·59	2·84	2·60	4·56	1·80	6·41	1·53	...	0·78	1st half	1405
3·01	3·02	2·31	1·08	4·54	2·74	2·26	3·10	3·06	3·77	1·78	7·11	1·82	0·79	0·93	2nd „	
0·12	0·24	0·12	0·16	0·35	0·23	0·18	0·15	0·19	0·37	0·33	0·29	0·39	...	0·28	1st half	1415
0·12	0·24	0·14	0·21	0·38	0·30	0·13	0·17	0·20	0·52	0·30	0·67	0·48	...	0·33	2nd „	
0·24	0·27	0·18	0·19	0·41	0·27	0·21	0·25	0·15	0·30	0·18	0·35	0·28	...	0·16	1st half	1425
0·25	0·27	0·24	0·18	0·39	0·27	0·25	0·26	0·17	0·32	0·16	0·31	0·33	...	0·31	2nd „	
0·47	1·34	0·87	0·96	1·34	1·71	0·79	1·96	1·51	2·00	0·53	1·97	0·65	...	1·53	1st half	1435
1·08	2·23	1·64	1·12	1·31	2·13	1·16	1·30	1·66	1·20	0·70	2·39	0·66	0·25	0·69	2nd „	
0·05	0·12	0·18	0·04	0·16	0·44	0·09	0·09	0·22	0·32	0·05	0·04	0·06	...	...	1st half	143 A (*b*)
0·08	0·15	0·20	0·04	0·14	0·64	0·11	0·12	0·24	0·17	0·03	0·17	0·10	...	0·03	2nd „	
0·10	0·38	1·41	0·71	0·29	0·41	0·64	0·22	0·87	0·01	1·51	0·17	0·65	...	1·28	1st half	1445
0·24	0·80	0·71	0·89	0·59	0·54	0·67	0·24	1·16	...	2·13	0·31	0·35	0·19	2·22	2nd „	
5·92	8·13	5·76	5·27	8·29	8·63	5·57	7·55	7·63	9·95	5·77	11·80	5·13	...	5·53	1st half	1455
6·43	9·59	6·62	5·89	8·47	8·88	5·66	7·47	8·65	8·31	6·38	13·41	5·20	2·03	5·87	2nd „	
25·92	35·76	31·04	31·26	38·77	31·51	...	29·72	34·45	34·53	52·98	65·01	15·61	...	26·40	1st half	
24·54	33·88	32·90	31·48	39·64	31·33	...	31·65	36·31	30·90	51·82	59·55	17·39	25·48	30·02	2nd „	
...	...	...	...	...	...	91·02	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	81·80	...	...	...	...	...	...	...	...	2nd „	

APPEN

Analysis of working of each railway

NOTE.—Railways not shown.

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number.	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	PER 1,000 GROSS TON-MILES.												TABLE B.—LOCOMOTIVE EXPE
138*c*	General superintendence (including office expenses) . . *Rs.*	1st half	0·16	0·09	0·11	0·10	0·11	0·14	0·13	0·09	0·13	0·26	0·10
		2nd ,,	0 13	0·13	0·06	0·10	0·14	0·14	0·13	0·08	0·13	0·17	0·12
139*c*	Running expenses . . . ,,	1st half	0·40	0·37	0·39	0·28	0·46	0·42	0·30	0·26	0·24	0·47	0·21
		2nd ,,	0·44	0·48	0·37	0·30	0·54	0·44	0·30	0·26	0·24	0·46	0·23
140*c*	Fuel . . . . . ,,	1st half	0·33	0·95	0·57	0·15	0·83	1·10	0·31	1·02	0·66	1·03	0·59
		2nd ,,	0·37	1·08	0·60	0·18	0·97	1·22	0 34	1·06	0 65	0 89	0·61
141*c*	Water . . . . . ,,	1st half	0·03	0·08	0·04	0·02	0·05	0·06	0·04	0·04	0·03	0·07	0·04
		2nd ,,	0·03	0·10	0·03	0·02	0·06	0·07	0·04	0·05	0·04	0·06	0 05
142*c*	Oil, tallow and other stores . ,,	1st half	0·06	0·10	0·03	0·05	0·08	0·10	0·06	0·05	0·03	0·09	0·05
		2nd ,,	0·05	0·12	0·08	0·05	0·09	0·11	0·06	0·05	0·08	0·10	0·05
143*c*	Maintenance and renewal of locomotives . . . ,,	1st half	0·50	0·31	0·47	0·28	0·61	0·74	0·34	0·37	1·48	0·75	0·27
		2nd ,,	0.55	0·36	0·28	0·27	0·66	0·58	0·37	0 31	1·85	0·52	0·34
143 A(*c*)	Maintenance and renewal of machinery, tools and plant ,,	1st half	0·03	0·04	0·07	0·02	0·04	0·02	0·01	0·09	0·05	0·01	0·01
		2nd ,,	0·03	0·05	0 07	0·02	0·06	0·03	0·01	0·07	0·07	0·01	0 02
144*c*	Other charges (net) . . ,,	1st half	0·29	0·14	0·04	0·13	0·25	0·28	0·10	0·33	0·28	0·30	0·17
		2nd ,,	0·24	0·09	0·08	0·14	0·24	0·25	0·09	0·20	0·26	0·41	0 22
145*c*	Total locomotive expenses . ,,	1st half	1·80	2·08	1·77	1·03	2·43	2·86	1·29	2·24	2·95	2·97	1·44
		2nd ,,	1·89	21	1·57	1·03	2·76	2·84	1·34	2·08	3·32	2·62	1·64
	Fuel consumed in terms of Coal (Kurharbaree). *lbs.*	1st half	178·93	132·13	194·43	146·90	166·23	186 60	150·18	166·62	183·63	273·96	185·25
		2nd ,,	193·79	151 31	183·06	144·92	185·43	195·82	164·00	161·86	191·34	234·14	180 57
	Wood . ,,	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...	...
	PER TOTAL TRAIN-MILE.												TABLE C.—CARRIAGE AND
146*a*	General superintendence (including office expenses) . *Annas*	1st half	0·24	0·30	0·31	0·20	0·20	0·23	0·17	0·08	0·32	0·44	0·14
		2nd ,,	0·23	0·34	0·28	0·21	0·26	0·22	0·20	0·12	0·18	0·40	0·15
147*a*	Repairs and renewals of coaching vehicles . ,,	1st half	1·56	1·51	1·91	0·56	0·83	2·99	0·49	0·66	0·82	0·95	0·46
		2nd ,,	1·50	2 62	1·30	0·82	1·49	1·35	0·69	0·81	0·73	0·74	0 48
148*a*	Repairs and renewals of goods vehicles . . ,,	1st half	0·98	1·64	1·09	1·31	1·01	1·36	1·07	0·69	0·69	1·47	0·56
		2nd ,,	1·01	2·20	0·60	1·21	1·38	1·13	1·19	1·96	0·39	0·74	0·51
148A (*g*)	Repairs and renewals of machinery, tools and plant ,,	1st half	0·06	0·37	0·04	0·07	0·11	0·08	...	0·04	0·21	0·02	0·03
		2nd ,,	0·05	0·38	0·03	0·07	0·10	0·10	...	0·04	0·17	0·02	0·03
149*a*	Cleaning and oiling . . ,,	1st half	0·52	0·42	0·34	0·23	0·41	0·40	0·29	0·36	0·33	0·33	0·27
		2nd ,,	0·53	0·45	0·32	0·24	0·43	0·39	0·31	0·34	0·33	0·29	0·26
150*a*	Other charges (net) . . ,,	1st half	—0·03	0·01	0·01	0·03	0·02	0·65	...	0·05	0·03	0·01	0·02
		2nd ,,	...	0·06	0·02	0·05	0·03	0·14	0·01	0·03	0·01	0·01	0 03
151*a*	Total carriage and wagon expenses . . . . ,,	1st half	3·33	4·25	3·70	2·40	2·53	5·71	2·02	1·88	2·40	3·22	1·48
		2nd ,,	3·32	6·05	2·55	2·60	3·69	3 33	2 40	3·30	1 91	2·20	1·46
	PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES.												
146*b*	General superintendence (including office expenses) . . *Rs.*	1st half	0·52	0·69	0·98	0·46	0·66	0·73	0·46	0·25	0·96	1·47	0·33
		2nd ,,	0·55	0·92	0·80	0·45	0·89	0·75	0·50	0·35	0·98	1·33	0·35
147*b*	Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. ,,	1st half	16·15	10·59	14 36	4·70	8·66	25·32	5·08	5·78	7·63	7·29	2 94
		2nd ,,	14·36	16·68	10·08	6·59	13·31	11·54	7·12	6·78	7·37	5·55	2·56
148*b*	Repairs and renewals of goods vehicles calculated on goods vehicle mileage. ,,	1st half	2·71	5·60	6·08	4·09	4·87	6·74	3·74	3·50	3·09	8·65	2·01
		2nd ,,	3·09	10·28	2·69	3·51	7·94	6 11	4 08	8·60	1·99	4·44	2·10
148A (*b*)	Repairs and renewals of machinery, tools and plant . ,,	1st half	0·13	0·35	0·13	0·16	0·35	0·26	0·01	0·11	0·64	0·06	0·06
		2nd ,,	0·11	1·03	0·10	0·16	0·33	0·36	...	0·10	0·58	0·03	0·06
149*b*	Cleaning and oiling . . ,,	1st half	1·15	0·96	1·09	0·53	1·35	1·24	0·77	1·16	1·01	1·10	0·61
		2nd ,,	1·23	1·21	0·92	0·50	1·51	1·30	0·78	0·99	1·13	0·98	0·62
150*b*	Other charges (net) . . . ,,	1st half	—0·07	0·03	0·03	0·06	0·09	2·02	...	0·14	0·09	0·03	0·06
		2nd ,,	0·01	0·14	0·04	0·10	0·12	0·45	0·03	0·08	0·02	0·03	0·06
151*b*	Total carriage and wagon expenses . . . . ,,	1st half	7·29	9·76	11·33	5·46	8·52	17·33	5·31	6·00	7·28	10·72	3·41
		2nd ,,	7·72	16·30	7 25	5·54	12·39	11·68	6·15	9·51	6·50	7·30	3·25

DIX 18—*continued.*

system during each half-year of 1907—contd.

do not prepare these statistics.

3′ 3½″										2′ 6″					GAUGE.	
13 (*a*) to (*d*)	14 (*a*) & (*b*)	3 (*b*) & (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*n*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.,	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
NSES—*concld.*																
0·26	0·23	0·16	0·27	0·12	0·18	0·16	0·20	0·22	0·52	0·21	0·70	0·88	...	0·51	1st half	
0·28	0·26	0·16	0·38	0·13	0·19	0·16	0·26	0·24	0·54	0·18	0·70	0·49	0·03	0·24	2nd ,,	138c
0·41	0·72	0·37	0·46	0·24	0·48	0·18	0·54	0·55	0·20	0·34	1·39	1·18	...	0·67	1st ha	
0·45	0·75	0·34	0·54	0·26	0·52	0·19	0·54	0·58	0·24	0·31	1·39	1·34	0·30	0·81	2nd ,,	139c
1·15	0·98	0·59	0·36	1·45	1·07	0·80	1·03	0·94	1·38	0·71	5·44	2·00	...	0·62	1st half	
1·33	1·05	0·86	0·41	1·59	0·86	0·73	1·27	1·15	1·27	0·68	6·05	2·27	0·33	0·72	2nd ,,	140c
0·04	0·08	0·05	0·05	0·11	0·07	0·05	0·05	0·07	0·11	0·13	0·33	0·51	...	0·22	1st half	
0·05	0·08	0·05	0·08	0·13	0·09	0·04	0·06	0·08	0·18	0·11	0·57	0·61	...	0·25	2nd ,,	141c
0·09	0·09	0·07	0·07	0·13	0·08	0·06	0·09	0·05	0·09	0·07	0·30	0·36	...	0·12	1st half	
0·11	0·10	0·09	0·07	0·14	0·08	0·08	0·10	0·06	0·11	0·06	0·26	0·41	...	0·24	2nd ,,	142c
0·17	0·45	0·32	0·32	0·43	0·52	0·25	0·71	0·55	0·60	0·21	1·67	0·85	...	1·20	1st half	
0·46	0·75	0·60	0·42	0·46	0·67	0·38	0·49	0·62	0·40	0·26	2·04	0·83	0·10	0·58	2nd ,,	143c
0·02	0·04	0·07	0·01	0·04	0·14	0·02	0·03	0·08	0·10	0·02	0·03	0·08	...	...	1st half	
0·03	0·05	0·08	0·02	0·05	0·20	0·04	0·04	0·09	0·06	0·01	0·14	0·12	...	0·02	2nd ,,	143 A(*c*)
0·04	0·12	0·53	0·24	0·13	0·13	0·19	0·03	0·32	...	0·59	0·15	0·85	...	1·00	1st half	
0·11	0·28	0·26	0·35	0·20	0·17	0·22	0·09	0·44	...	0·81	0·27	0·44	0·08	1·71	2nd ,,	144c
2·18	2·71	2·16	1·78	2·65	2·67	1·71	2·73	2·78	3·00	2·28	10·01	6·71	...	4·34	1st half	
2·84	3·35	2·44	2·27	2·96	2·78	1·84	2·79	3·26	2·80	2·42	11·42	6·51	0·84	4·52	2nd ,,	145c
149·45	191·14	186·22	168·79	198·59	155·11	...	172·10	199·73	167·08	334·93	882·65	326·89	...	331·68	1st half	
175·18	189·20	194·38	194·15	222·01	156·58	...	189·52	219·35	166·34	314·83	811·50	348·85	167·60	370·22	2nd ,,	
...	...	...	...	...	...	418·65	...	...	...	...	...	...	...	...	1st half	
...	...	...	...	...	...	424·62	...	...	...	...	...	...	...	...	2nd ,,	
WAGON EXPENSES.																
0·23	0·24	0·29	0·12	0·12	0·25	0·26	0·20	0·23	0·41	0·10	0·31	0·07	...	0·09	1st half	
0·20	0·26	0·31	0·17	0·14	0·25	0·29	0·20	0·23	0·39	0·09	0·31	0·06	0·01	0·05	2nd ,,	146a
0·41	1·12	1·13	0·33	0·60	1·21	0·87	0·76	1·03	0·57	—0·36	0·86	0·10	...	0·31	1st half	
0·60	1·29	0·88	0·41	0·54	1·23	0·75	0·78	0·88	0·58	0·22	0·70	0·23	0·26	0·16	2nd ,,	147a
0·52	1·29	0·77	0·24	0·45	0·98	0·87	0·73	1·43	0·18	0·62	1·49	0·35	...	0·26	1st half	
0·62	1·83	0·85	0·31	0·52	0·90	0·50	0·95	1·81	0·35	0·62	0·67	1·20	0·26	0·24	2nd ,,	148a
0·03	0·07	0·05	...	0·08	0·08	0·03	0·03	0·04	0·01	0·02	...	...	...	...	1st half	
0·04	0·08	0·05	...	0·07	0·07	0·03	0·04	0·04	0·01	0·01	...	0·01	0·02	...	2nd ,,	148 A(*a*)
0·22	0·29	0·31	0·14	0·21	0·28	0·35	0·31	0·17	0·46	0·35	0·22	0·36	...	0·28	1st half	
0·25	0·26	0·39	0·17	0·21	0·32	0·43	0·30	0·17	0·45	0·41	0·30	0·40	0·66	0·22	2nd ,,	149a
...	0·02	0·07	0·01	0·01	0·03	...	—0·03	...	...	0·03	...	0·02	...	0·02	1st half	
...	0·03	0·07	0·02	0·01	0·01	0·01	—0·03	0·02	0·01	0·01	...	0·07	...	...	2nd ,,	150a
1·41	3·13	2·62	0·84	1·47	2·33	2·38	2·00	2·90	1·63	0·76	2·88	0·90	...	0·96	1st half	
1·71	3·75	2·55	1·08	1·49	2·78	2·01	2·19	3·15	1·79	1·36	1·93	1·97	1·21	0·67	2nd ,,	151a
0·56	0·63	0·89	0·41	0·38	0·57	0·63	0·63	0·66	0·87	0·23	2·29	0·44	...	0·34	1st half	
0·61	0·71	0·85	0·64	0·38	0·59	0·86	0·65	0·70	1·15	0·26	2·39	0·35	0·01	0·22	2nd ,,	146b
2·09	8·40	7·25	3·72	3·83	8·43	6·82	4·65	9·06	2·32	—2·42	13·09	1·34	...	3·75	1st half	
3·01	9·33	5·53	3·53	3·15	7·82	6·02	5·01	7·50	2·35	1·55	10·39	2·68	2·43	1·85	2nd ,,	147b
2·49	5·74	4·61	1·16	2·67	3·40	2·91	4·70	6·13	0·79	2·41	21·69	4·53	...	1·53	1st half	
4·58	8·34	4·18	2·14	2·74	3·40	2·51	6·47	8·25	3·72	2·44	11·01	12·08	1·04	1·64	2nd ,,	148b
0·07	0·18	0·16	...	0·26	0·19	0·08	0·10	0·11	0·02	0·05	...	...	...	0·01	1st half	
0·13	0·24	0·14	—0·01	0·19	0·14	0·19	0·13	0·11	0·03	0·02	...	0·07	0·05	...	2nd ,,	148 A(*b*)
0·55	0·76	0·96	0·47	0·63	0·65	0·82	0·96	0·49	0·97	0·85	1·64	2·41	...	1·13	1st half	
0·75	0·73	1·09	0·67	0·58	0·75	1·39	0·99	0·50	1·31	1·02	2·34	2·18	1·84	0·92	2nd ,,	149b
...	0·05	0·22	0·01	0·02	0·07	0·01	—0·10	...	0·01	0·07	...	0·14	...	0·10	1st half	
...	0·08	0·20	0·08	0·03	0·04	0·02	—0·25	0·06	0·03	0·03	...	0·38	...	0·01	2nd ,,	150b
3·47	8·32	8·11	2·24	4·51	6·53	5·64	6·27	8·35	3·44	1·85	21·42	3·95	...	3·35	1st half	
5·13	10·48	7·06	4·14	4·11	6·57	6·24	7·24	9·37	8·59	3·43	15·41	10·73	3·36	2·37	2nd ,,	151b

APPEN

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″										
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda, and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	PER TOTAL TRAIN-MILE.												TABLE D—TRAFFIC EXP
152*a*	General superintendence (including office expenses) . . *Annas*	1st half	0·96	0·61	1·21	0·88	0·52	0·92	0·52	0·51	0·78	1·00	0·53
		2nd „	1·01	0·67	1·20	0·96	0·56	0·94	0·54	0·52	0·82	0·97	0·57
153*a*	Station staff . . . . „	1st half	2·35	3·32	7·40	2·81	1·99	2·38	1·72	2·38	2·73	2·94	1·53
		2nd „	2·40	3·49	7·05	3·29	2·19	2·33	1·71	2·72	2·74	3·41	1·57
154*a*	Train staff . . . . „	1st half	0·95	0·55	1·08	1·22	1·26	0·86	0·70	0·95	0·90	0·80	0·46
		2nd „	0·85	0·62	1·18	1·24	1·35	0·79	0·71	0·95	0·91	0·90	0·47
155*a*	Fuel, lighting, water and general stores . . . „	1st half	0·50	1·05	1·35	0·87	0·71	0·51	0·47	0·59	0·73	0·46	0·43
		2nd „	0·42	0·87	1·09	0·84	0·78	0·63	0·37	0·66	0·59	0·47	0·45
156*a*	Clothing . . . . „	1st half	0·03	0·21	0·10	0·07	0·08	0·06	0·01	0·07	0·27	0·15	0·05
		2nd „	0·07	0·12	0·06	0·08	0·09	0·10	0·05	0·12	0·21	0·01	0·03
157*a*	Printing, stationery and tickets . . . . „	1st half	0·17	0·42	0·40	0·33	0·20	0·52	0·19	0·19	0·09	0·29	0·21
		2nd „	0·26	0·43	0·43	0·31	0·24	0·56	0·24	0·24	0·23	0·22	0·23
158*a*	Charges for delivery and collection of goods, etc. . „	1st half	0·01	...	0·02	0·02	0·01	0·02	...	...	0·01	...	...
		2nd „	0·01	...	0·02	0·01	0·01	0·02	0·01	...	0·01	...	...
159*a*	Miscellaneous expenses . „	1st half	0·01	0·01	0·06	0·03	0·01	0·06	0·02	...	...	0·01	0·03
		2nd „	0·01	0·01	0·03	0·02	0·01	0·06	0·01	...	...	0·01	0·05
160*a*	Payments to other lines . „	1st half	0·90	0·01	...	0·05	0·07	0·02	0·31	0·05	0·22	...	0·13
		2nd „	0·93	0·01	...	0·13	0·08	0·08	0·38	—0·05	0·24	...	0·12
161*a*	Other charges (net) . . „	1st half	—0·03	...	...	0·01	0·01	0·06	0·01	0·03	0·01	...	0·05
		2nd „	...	0·01	0·01	0·01	0·01	0·04	...	0·04	0·02	...	0·06
162*a*	Total traffic expenses . „	1st half	5·35	6·18	11·62	6·29	4·86	5·41	3·95	4·77	5·74	5·65	3·42
		2nd „	5·96	6·23	11·07	6·29	5·32	5·55	4·02	5·20	5·77	5·99	3·57
	PER CENT. ON TRAFFIC EARNINGS. (*Abstracts H and I of Revenue Accounts.*)												
152*b*	General superintendence (including office expenses) . *Per cent.*	1st half	1·33	0·62	2·09	1·25	0·76	1·35	0·73	0·85	1·44	2·44	1·08
		2nd „	1·63	0·88	1·62	1·46	1·05	1·57	0·79	0·82	1·62	2·31	1·45
153*b*	Station staff . . . . „	1st half	3·26	3·34	12·71	3·95	2·92	3·50	2·37	3·95	5·06	7·20	3·13
		2nd „	3·86	4·52	9·53	4·99	4·14	3·91	2·50	4·34	5·43	8·13	3·99
154*b*	Train staff . . . . „	1st half	1·32	0·56	1·86	1·72	1·85	1·24	0·97	1·57	1·66	1·96	0·95
		2nd „	1·37	0·80	1·59	1·87	2·55	1·32	1·04	1·52	1·81	2·14	1·18
155*b*	Fuel, lighting, water and general stores . . . „	1st half	0·69	1·06	2·29	1·22	1·03	0·76	0·66	0·98	1·35	1·12	0·57
		2nd „	0·58	1·13	1·48	1·28	1·48	1·06	0·53	1·04	1·17	1·11	1·13
156*b*	Clothing . . . . „	1st half	0·05	0·21	0·18	0·10	0·12	0·09	0·01	0·11	0·50	0·37	0·11
		2nd „	0·11	0·15	0·09	0·13	0·16	0·16	0·07	0·20	0·42	0·02	0·03
157*b*	Printing, stationery and tickets . . . . „	1st half	0·23	0·42	0·68	0·47	0·30	0·77	0·27	0·32	0·17	0·71	0·43
		2nd „	0·42	0·56	0·53	0·47	0·45	0·94	0·35	0·39	0·45	0·52	0·59
158*b*	Charges for delivery and collection of goods, etc. „	1st half	0·01	...	0·03	0·03	0·01	0·03	...	0·01	0·02	...	...
		2nd „	0·02	...	0·03	0·02	0·02	0·03	0·02	...	0·03	...	...
159*b*	Miscellaneous expenses . „	1st half	0·02	0·01	0·10	0·05	0·02	0·08	0·03	...	0·01	0·02	0·06
		2nd „	0·01	0·02	0·04	0·02	0·02	0·09	0·02	0·01	...	0·03	0·12
160*b*	Payments to other lines . „	1st half	1·23	0·02	...	0·07	0·09	0·02	0·42	0·09	0·40	...	0·26
		2nd „	1·49	0·01	...	0·19	0·15	0·14	0·55	—0·07	0·48	...	0·31
161*b*	Other charges (net) . „	1st half	—0·04	...	0·01	0·01	0·02	0·09	0·01	0·05	0·02	...	—0·16
		2nd „	0·01	0·01	0·01	0·02	0·02	0·09	...	0·06	0·03	0·01	—0·03
162*b*	Total traffic expenses . „	1st half	8·12	6·24	19·95	8·87	7·12	7·93	5·46	7·93	10·63	13·82	6·73
		2nd „	9·60	8·08	14·97	10·45	10·04	9·31	5·88	8·31	11·44	14·27	8·82
	General superintendence per cent. on traffic earnings (including steamboat) . . . . *Per cent.*	1st half	1·33	0·62	2·09	1·24	0·76	1·35	0·72	0·85	1·44	2·44	1·01
		2nd „	1·63	0·88	1·62	1·45	1·05	1·57	0·79	0·82	1·62	2·31	1·36

DIX 18—*continued.*

ystem during each half-year of 1907—contd.

do not prepare these statistics.

3′3″										2′6″					Gauge.	
13 (a) to (d)	14 (a) & (b)	3 (b) & (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	8 (h)	8 (i) & (j)	1 (e)	1 (f)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purulia-Ranchi.	Baipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
ENSES.																
0·75	0·76	1·07	0·61	0·56	0·59	0·60	0·72	0·58	1·82	0·76	1·33	0·52	...	...	1st half	152a
0·69	0·83	0·91	0·78	0·66	0·61	0·68	0·73	0·61	1·84	0·75	1·09	0·50	...	...	2nd „	
2·16	2·23	3·53	1·52	1·20	2·08	1·59	1·73	1·48	2·32	1·70	2·39	1·53	...	1·38	1st half	153a
1·68	2·29	3·38	1·93	1·16	2·10	1·79	1·72	1·54	2·02	1·93	2·74	2·24	1·08	1·36	2nd „	
0·40	0·69	0·80	0·62	0·23	0·61	0·38	0·43	0·54	0·35	0·91	0·67	0·71	...	0·64	1st half	154a
0·33	0·74	0·86	0·73	0·24	0·60	0·39	0·42	0·55	0·31	0·82	0·78	0·74	...	0·52	2nd „	
1·00	0·54	0·68	0·37	0·50	0·59	0·55	0·46	0·32	0·31	0·35	0·33	0·65	...	...	1st half	155a
0·58	0·62	0·56	0·56	0·47	0·64	0·62	0·48	0·37	0·30	0·28	0·29	0·67	...	0·08	2nd „	
0·08	0·07	0·07	0·01	0·03	0·04	0·03	0·01	0·11	0·06	0·02	0·14	0·12	...	...	1st half	156a
0·02	0·16	0·05	0·07	0·03	0·15	0·04	0·05	0·03	0·12	0·05	0·04	0·16	...	...	2nd „	
0·49	0·26	0·35	0·17	0·16	0·32	0·40	0·28	0·31	0·71	0·08	0·31	0·19	...	0·03	1st half	157a
0·51	0·46	0·30	0·24	0·16	0·31	0·41	0·34	0·31	0·59	0·04	0·14	0·24	...	0·05	2nd „	
...	0·02	...	...	...	...	...	...	...	...	...	0·06	...	...	...	1st half	158a
...	...	...	...	...	...	...	...	...	...	...	0·06	...	...	...	2nd „	
0·02	0·01	0·03	0·02	...	0·03	0·02	0·01	0·02	0·04	0·01	0·07	...	...	0·02	1st half	159a
0·02	0·03	0·02	0·03	...	0·02	0·03	0·02	0·02	0·04	0·02	...	...	...	0·02	2nd „	
0·21	...	...	0·22	0·30	0·17	0·15	0·06	0·19	0·47	0·44	—0·18	...	...	...	1st half	160a
0·18	...	...	0·46	0·31	0·14	0·32	0·07	0·21	0·60	0·40	...	...	...	...	2nd „	
0·01	0·03	0·09	0·02	0·02	...	0·04	...	0·03	...	...	0·02	0·03	...	0·04	1st half	161a
0·01	0·03	0·07	0·01	0·01	0·01	...	...	0·03	...	...	0·01	0·04	...	...	2nd „	
5·12	4·60	6·62	3·56	3·00	4·43	3·71	3·70	3·58	6·08	4·27	5·19	3·75	...	2·61	1st half	162
4·07	5·16	6·15	4·81	3·04	4·64	4·28	3·84	3·67	5·82	4·29	5·15	4·59	1·08	2·03	2nd „	
1·10	1·42	1·92	1·03	1·09	1·11	1·27	1·42	1·25	2·17	2·04	2·04	3·54	...	...	1st half	152b
1·48	1·89	1·80	1·79	1·55	1·23	2·12	1·56	1·50	2·97	2·40	1·54	3·02	...	...	2nd „	
3·16	4·11	6·37	2·55	2·33	3·86	3·38	3·41	3·20	2·76	4·56	3·67	10·30	...	5·78	1st half	153b
3·64	5·21	6·71	4·44	2·74	4·23	5·58	3·65	3·78	3·31	6·18	3·87	13·69	1·52	4·85	2nd „	
0·38	1·28	1·46	1·01	0·46	1·13	0·71	0·85	1·15	0·40	2·44	1·04	4·77	...	1·96	1st half	154b
0·82	1·69	1·72	1·68	0·57	1·34	1·21	0·91	1·36	0·50	2·62	1·11	4·53	...	1·34	2nd „	
1·45	1·00	1·22	0·62	0·98	1·10	1·17	0·93	0·70	0·40	0·92	0·52	4·38	...	...	1st half	155b
1·25	1·41	1·11	1·28	1·12	1·29	1·92	1·03	0·90	0·50	0·91	0·41	4·08	...	0·31	2nd „	
0·12	0·13	0·12	0·01	0·05	0·07	0·06	0·01	0·23	0·07	0·04	0·22	0·79	...	...	1st half	156b
0·04	0·37	0·11	0·16	0·08	0·30	0·11	0·10	0·08	0·19	0·15	0·06	0·99	...	...	2nd „	
0·72	0·48	0·64	0·29	0·31	0·60	0·84	0·55	0·67	0·84	0·21	0·48	1·29	...	0·11	1st half	157b
1·11	1·06	0·59	0·56	0·38	0·62	1·27	0·73	0·77	0·97	0·14	0·20	1·48	...	0·19	2nd „	
...	0·03	...	...	...	...	...	...	...	...	...	0·09	...	...	...	1st half	158b
...	0·01	...	...	...	...	...	...	...	...	...	0·09	...	...	...	2nd „	
0·03	0·03	0·06	0·03	...	0·05	0·05	0·02	0·05	0·04	0·04	0·11	0·01	...	0·07	1st half	159b
0·04	0·06	0·03	0·06	...	0·05	0·09	0·03	0·06	0·06	0·05	0·01	0·02	...	0·06	2nd „	
0·31	...	...	0·36	0·58	0·31	0·32	0·13	0·40	0·56	1·17	—0·20	...	...	...	1st half	160b
0·38	...	...	1·06	0·74	0·28	1·01	0·15	0·53	0·99	1·27	...	...	...	...	2nd „	
0·02	0·05	0·15	0·03	0·04	...	0·09	...	0·06	...	...	0·02	0·20	...	0·12	1st half	161b
0·02	0·07	0·13	0·02	0·02	0·01	0·01	0·01	0·07	...	...	0·01	0·22	...	...	2nd „	
7·49	8·52	11·94	5·96	5·84	8·23	7·39	7·31	7·71	7·24	11·42	7·99	25·23	...	8·04	1st half	162b
8·78	11·77	12·20	11·05	7·20	9·35	13·32	8·17	9·05	9·49	13·72	7·30	28·03	1·52	7·25	2nd „	
1·10	1·42	1·77	1·03	1·09	1·11	1·27	1·42	1·25	2·17	2·04	2·04	3·54	...	...	1st half	
1·48	1·89	1·62	1·79	1·55	1·23	2·12	1·56	1·50	2·97	2·40	1·54	3·02	...	...	2nd „	

Analysis of working of each railway

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5′ 6″											
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*)	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
												TABLE E.—GENERAL CHA	
	PER TOTAL TRAIN-MILE.												
163*a*	Home expenditure . . *Annas*	1st half	0·64	0·42	0·09	0·33	0·32	0·40	0·49	0·07	0·07	1·27	0·45
		2nd „	0·72	0·47	...	0·33	0·36	0·56	0 60	...	...	1·18	0·47
164*a*	Agent's office—salaries and expenses . . . . „	1st half	0·25	0·20	0·28	0·15	0·14	0·37	0·26	0·12	0·30	0·56	0·15
		2nd „	0·26	0·21	0·26	0·15	0·16	0·34	0·26	0·11	0·24	0·55	0·16
165*a*	Audit, accounts and pay office „	1st half	0·67	0·35	0·33	0·44	0·49	0·71	1·06	0·39	0·64	1·04	0·54
		2nd „	0·77	0·33	0·32	0·48	0·55	0·70	1·09	0·40	0·64	1·00	0·56
166*a*	Stores Department . . „	1st half	0·18	0·32	0·24	0·15	0·16	0·11	0·22	0·10	0·21	0·36	0·09
		2nd „	0·20	0·32	0·22	0·17	0·18	0·10	0·22	0·09	0·22	0 34	0·08
167*a*	Medical „ . . „	1st half	0·23	0·21	0·20	0·15	0·10	0·17	0·16	0·09	0·12	0·35	0·09
		2nd „	0·25	0 20	0·19	0·16	0·10	0·18	0·17	0·10	0·12	0·33	0·09
168*a*	Rents and miscellaneous . „	1st half	0·26	0·27	0·35	0·24	0·12	0·18	0·29	0·17	0·20	0·47	0·10
		2nd „	0·26	0·24	0·44	0·29	0·12	0·19	0 30	0·14	0·16	0·23	0·09
169*a*	Police . . . . . „	1st half	0·20	0·33	0·22	0·24	0·19	0·39	0·48	0·12	0·16	0·22	0·20
		2nd „	0·23	0·37	0·24	0·28	0·22	0·37	0·51	0·14	0·18	0·40	0·21
170*a*	Advertising . . . . . „	1st half	0·02	0·02	0·06	0·02	...	0·02	0·01	0·01	0·02	0·01	0·01
		2nd „	0 06	0·01	0·05	0·01	...	0·01	...	0·01	0·03	0·01	0·01
171*a*	Electric telegraph . . „	1st half	0·88	0·73	1·02	0·69	0·63	0·90	0·53	0·67	0·76	1·07	0·55
		2nd „	1·02	0·81	0·92	0·77	0·75	0·81	0·55	0·67	0·79	0·98	0·59
172*a*	Other charges (net) . . „	1st half	*—0·02*	0·01	0·02	0·02	0·02	0·19	...	0·08	...	...	0·02
		2nd „	0·02	0·01	0·02	0 02	0·02	0·27	...	0·10	0·01	0·04	0·01
173*a*	Total general charges . . „	1st half	3·31	3·36	3·31	2·43	2·17	3·44	3·50	1·82	2·48	5·35	2·20
		2nd „	3·79	3·47	3·16	2·66	2·46	3·53	3·70	1·76	2·39	5·06	2·27
	PER CENT ON TOTAL EARNINGS.												
163*b*	Home expenditure . . *Per cent*	1st half	0·85	0·42	0·15	0·45	0·46	0·57	0·64	0·12	0·12	2·93	0·85
		2nd „	1·12	0·60	...	0·49	0·67	0·91	0·84	...	...	2·63	1·03
164*b*	Agent's office—salaries and expenses . . „	1st half	0·33	0·20	0·45	0·21	0·20	0·52	0·35	0·20	0·51	1·28	0·28
		2nd „	0·41	0·26	0·38	0·23	0·30	0·56	0·37	0·17	0·44	1·22	0·36
165	Audit, accounts and pay office . . . . „	1st half	0·90	0·84	1·36	0·61	0·71	1·02	1·40	0·64	1·03	2·39	1·02
		2nd „	1·19	1·06	1·20	0·71	1·02	1·13	1·50	0·64	1·19	2·24	1·32
166*b*	Stores Department . . „	1st half	0·25	0·32	0·38	0·22	0·23	0·15	0·29	0·16	0·35	0·84	0·17
		2nd „	0·31	0·40	0·35	0 25	0·34	0·16	0·30	0·15	0·42	0·76	0·20
167*b*	Medical „ . . „	1st half	0·30	0·21	0·33	0·20	0·14	0·25	0·22	0·15	0·19	0·80	0·17
		2nd „	0·40	0·26	0·28	0·23	0·19	0·30	0·22	0·15	0·21	0·73	0·23
168*b*	Rents and miscellaneous „	1st half	0·35	0·27	0·57	0·34	0·18	0·26	0·38	0·28	0·34	1·08	0·20
		2nd „	0·40	0·30	0·64	0·44	0·23	0·31	0·42	0·22	0·30	0·53	0·23
169*b*	Police . . . . . „	1st half	0·27	0·33	0·36	0·33	0·28	0·56	0·63	0·19	0·28	0·50	0·37
		2nd „	0·36	0·48	0·36	0·41	0·40	0·60	0·71	0·22	0·34	0·89	0·51
170*b*	Advertising . . . . „	1st half	0·03	0·02	0·09	0·03	0·01	0·02	0·01	0·02	0·04	0·02	0·01
		2nd „	0·09	0·01	0·08	0·02	0·01	0·03	0·01	0·01	0·06	0·01	0·02
171*b*	Electric telegraph . . „	1st half	1·19	0·73	1·64	0·96	0·91	1·29	0·70	1·09	1·30	2·46	1·02
		2nd „	1·58	1·03	1·34	1·14	1·39	1 32	0·75	1·06	1·48	2·20	1·37
172*b*	Other charges (net) . „	1st half	*—0·02*	0·01	0·03	0·02	0·03	0·27	...	0·13	...	...	*—0·12*
		2nd „	0·04	0·02	0·02	0·03	0·03	0·44	...	0·16	0·02	0·08	*—0·10*
173*b*	Total general charges . „	1st half	4·45	3·35	5·36	3·37	3·15	4·91	4·62	2·98	4·22	12·30	3·97
		2nd „	5·90	4·42	4·65	3·95	4·58	5·76	5·12	2·78	4·46	11·29	5·16
	PER CENT ON GROSS EARNINGS.											TABLE G.—SPECIAL AND MISCELLANE	
174	Law charges . . . *Per cent.*	1st half	0·03	0·02	0·03	0·04	0·07	0·05	0·03	...	...	0·11	0·02
		2nd „	0·01	0·02	0·02	0·05	0·04	0·02	0·02	...	...	0·09	0·02
175	Compensation . . „	1st half	0·26	0·19	0·98	0·17	0·33	0·03	0·01	0·24	0·13	0·09	0·19
		2nd „	0·26	0·54	1·01	0·20	0 72	0·15	0·05	0·22	0·23	0·14	0·23
176	Rates and taxes . . „	1st half	0·03	0·26	0·26	0·13	0·14	0·04	0·16	0·13	0·06	0·07	0·03
		2nd „	0·24	0·48	0·58	0·16	0·22	0·25	0·13	0·11	0·08	0·11	0·04
177	Payments to other lines. „	1st half	0·97	0·46	0·49	0·84	0·82	0·41	0·30	0·27	1·18	0·31	2·13
		2nd „	1·36	0·40	0·39	0·46	1·03	0·11	0·37	0·20	1·16	0·89	0·87
178	Other charges (net) . „	1st half	1·37	0·78	1·11	0·24	0·84	1·15	1·19	0·89	1·08	5·65	0·15
		2nd „	1·45	1·19	1·11	0·26	1·60	1·29	1·25	0·85	1·12	5·61	0·31
179	Total special and miscellaneous expenses „	1st half	2·71	1·71	2·87	1·42	2·20	1·68	1·69	1·53	2·45	6·23	2·52
		2nd „	3·32	2·63	3·11	1·13	3·61	1·32	1·32	1·38	2·59	6·84	1·47

DIX 18—*continued.*

system during each half-year of 1907—contd.

do not prepare these statistics.

3′ 3½″										2′ 6″					Gauge.	
13 (a) to (d)	14 (a) & (b)	3 (b) & (c)	7 (c)	17 (a) to (c)	2 (h) to (n)	19 (a) & (b)	20 (a) to (f)	21 (a) to (k)	22 (a)	1 (b)	8 (h)	8 (i) & (j)	1 (e)	1 (f)	Number.	Serial number.
Bhavnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Purnlia-Ranchi.	Raipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
RGES.																
0·11	0·65		0·58	...	0·39	0·73	0·68	0·59	...	1·38	...	0·07	...	1·23	1st half	163a
0·10	0·72		0·89	...	0·44	0·76	0·66	0·65	...	1·32	...	...	4·43	1·16	2nd „	
0·33	0·26		0·31	0·21	0·11	0·28	0·23	0·23	1·58	...	1·12	0·12	...	...	1st half	164a
0·32	0·26		0·39	0·29	0·13	0·24	0·25	0·23	1·42	...	1·96	0·11	...	...	2nd „	
1·21	0·59		1·27	0·47	0·47	0·81	0·78	0·63	1·42	0·07	1·58	0·39	...	0·21	1st half	165a
1·04	0·60		1·60	0 53	0·53	0 82	0·75	0·64	1·08	0·06	1·12	0·40	0·08	0·19	2nd „	
0·26	0·19		0·26	0·10	0·18	0·16	0·20	0·19	0·18	...	0·14	0·10	...	...	1st half	166a
0·25	0·22		0·32	0·11	0·20	0·15	0·21	0·20	0·13	...	0·13	0 09	...	...	2nd „	
0·35	0·19		0·29	0·07	0·11	0·11	0·17	0·16	0·25	0·18	0·88	0·19	...	...	1st half	167a
0·33	0·22		0·35	0·08	0 13	0·11	0·16	0·16	0·24	0·16	0·37	0·08	...	...	2nd „	
0·29	0·21		0·31	0·13	0·17	0·26	0·14	0·15	0·21	0·03	0·31	0·13	...	...	1st half	168a
0·21	0·22		0·39	0·09	0·18	0·33	0·15	0·16	0·16	0·02	0·23	0·14	...	...	2nd „	
0·61	0·43		0·45	0·09	0·24	0·28	0·26	0·34	...	0·20	0·18	0·42	...	0·32	1st half	169a
1·04	0·38		0·58	0·08	0·29	0·31	0 23	0·34	...	0·15	0·26	0·43	0·03	0 25	2nd „	
...	0·02		0·01	...	0·01	0·01	0·01	0·01	...	...	0·12	0·01	...	...	1st half	170a
0·11	0·04		0·01	...	0·01	0 02	0·01	0·02	...	...	0·09	0·01	...	...	2nd „	
0·97	0·67		0·58	0·71	0·68	0·51	0·62	0·78	0·95	1·26	0·41	0·64	...	0·57	1st half	171a
0·89	0·72		0·74	0·73	0 75	0·59	0·61	0·80	0·91	1·10	0·49	0 67	0·19	0·41	2nd „	
0·02	0·04		0·02	...	0·01	...	0·02	0·01	...	...	...	0·10	...	...	1st half	172a
0·01	0·02		0·02	...	0·01	...	0·01	0·01	...	...	0·03	0·10	...	...	2nd „	
4·65	3·25		4·08	1·77	2·37	3·15	3·11	3·09	4·54	3·12	4·24	2·17	...	2·33	1st half	173a
4 80	3·40		5·29	1·91	2·65	3·33	3 04	3·21	3 94	2·81	4·68	2·05	4·73	2·01	2nd „	
0·16	1·18		0·95	...	0·71	1·47	1·33	1·25	...	3·64	...	0·46	...	3·72	1st half	163b
0·20	1·62		1·97	...	0 86	1·81	1·39	1·59	...	4·14	...	...	5·34	4·10	2nd „	
1·18	0·48		0·52	0·40	0·20	0·55	0·44	0·49	1·85	...	1·70	0·80	...	...	1st half	164b
1·70	0·59		0·87	0·68	0·26	0·57	0·53	0·54	2·29	...	2·74	0 67	...	...	2nd „	
1·72	1·08		2·09	0·88	0·86	1·65	1·52	1·35	1·66	0·18	2·41	2·59	...	0·62	1st half	165b
2·16	1·34		3·53	1·21	1·06	1·97	1·57	1·54	1·74	0·20	1 56	2·43	0·10	0·68	2nd „	
0·37	0·34		0·43	0·22	0·33	0·30	0·38	0·40	0·16	...	0·21	0·65	...	...	1st half	166b
0·51	0·49		0·70	0·24	0·40	0·36	0 44	0·49	0·20	...	0·18	0·56	...	...	2nd „	
0·50	0·35		0·47	0·14	0·21	0·22	0·34	0·34	0·29	0·49	0·57	1·24	...	...	1st half	167b
0·68	0·49		0·78	0·18	0·26	0·26	0·53	0·41	0·39	0·51	0·51	0·46	...	...	2nd „	
0·41	0·38		0·51	0·23	0·31	0·53	0·27	0·34	0·25	0·08	0·47	0·92	...	...	1st half	168b
0·44	0·49		0·87	0·19	0·34	0·77	0·30	0 39	0·26	0·06	0·33	0·85	...	...	2nd „	
0·36	0·79		0·73	0·15	0·44	0·56	0·50	0·72	...	0·53	0·28	2·76	...	0·97	1st half	169b
2·41	0·86		1·29	0·19	0·58	0·74	0·43	0·82	...	0·47	0·36	2·59	0·04	0·38	2nd „	
...	0·03		0·01	...	0·01	0·02	0·03	0·01	...	...	0·18	0·08	...	...	1st half	170b
0·03	0·09		0·03	0·01	0·01	0 04	0·02	0·04	...	...	0·12	0·05	...	...	2nd „	
1·38	1·24		0·95	1·36	1·25	1·04	1·22	1·65	1·10	3·32	0·63	4·30	...	1·72	1st half	171b
1·83	1·61		1·64	1·68	1·45	1·41	1·28	1·93	1 45	3·45	0·68	4·01	0·23	1·46	2nd „	
0·03	0·07		0·03	...	0·01	...	0·03	0·02	...	...	...	0·64	...	...	1st half	172b
0·02	0·05		0·03	...	0·01	...	0 03	0·03	...	...	0·05	0·63	...	...	2nd „	
6·61	5·94		6·69	3·33	4·33	6·34	6·06	6·57	5·31	8·24	6·45	14·44	...	7·03	1st half	173b
9·98	7·63		11·71	4·38	5·23	7·98	6·37	7·78	6·38	8·83	6·53	12·25	5·71	7·12	2nd „	
OUS EXPENSES.																
...	0·01		...	0·01	0·01	...	...	0·01	...	...	0·13	...	...	...	1st half	174
0·02	0·03		0·03	0·01	0 01	...	...	0·01	...	...	0·15	...	...	...	2nd „	
0·51	0·07		0·01	0·14	0·18	0·04	0·02	0·07	0·01	0·20	0·21	0·24	...	...	1st half	175
0·11	0·09		...	0·23	0·54	0·07	0·05	0·23	0·07	0·06	0·25	0·13	...	0·02	2nd „	
...	0·32		0·24	...	0·05	0·03	0·25	0·07	...	...	0·88	...	...	...	1st half	176
...	0·53		0·30	...	0·04	0·05	0·19	0·09	...	...	0·02	...	...	...	2nd „	
1·13	...		0·30	1·83	0 17	—0·01	0 17	0·13	1·07	0·04	2·46	...	...	...	1st half	177
0·49	...		0·16	1·38	0·01	...	0·18	0·17	1·18	0·12	...	...	...	...	2nd „	
1·19	1·15		0·69	0·50	0·91	1·09	0·67	0·97	0·21	1·56	1·06	4·22	...	0·57	1st half	178
1·22	1·21		1·11	0·55	0·97	0·55	0·85	1·48	0·45	1·50	1·07	3·71	4·24	0·44	2nd „	
2·83	2·05		1·24	2·48	1·32	1·15	1·11	1·25	1·29	1·80	4·74	4·46	...	0·57	1st half	179
1·84	1·86		1·60	2·12	1·57	0·67	1·27	1·98	1·70	1·68	1·49	3·64	4·24	0·46	2nd „	

Included with the 5′ 6″ gauge.

APPEN

Analysis of working of each railway

EXTRACT FROM TABLES PRINTED

NOTE.—Railways not shown

Serial number.	PARTICULARS.	GAUGE.	5'6"										
		Number	1 (*a*)	2 (*a*) to (*g*)	3 (*a*)	4 (*a*) to (*d*)	5 (*a*) to (*f*)	6 (*a*) to (*d*)	7 (*a*) & (*b*)	8 (*a*) to (*g*).	9 (*a*) & (*b*)	10 (*a*)	11 (*a*) & (*b*)
		Calendar year 1907 by half-years.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.	Great Indian Peninsula.	Madras.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	Assam-Bengal.	Bengal and North-Western.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
	FROM APPENDIX I.												
180	Average number of locomotives on the line . . *No.*	1st half	297	214	196	939	875	280	59	360	205	87	271
		2nd ,,	301	227	199	943	906	300	59	363	202	87	278
181	Average miles run per locomotive *per diem* . *Miles.*	1st half	74·54	69·25	71·78	78·43	67·61	62·92	66·25	73·33	84·13	72·59	69·55
		2nd ,,	68·91	59·19	77·83	72·72	57·79	62·37	64·08	76·63	85·69	76·67	65·42
	lbs. coal per engine-mile (coal burning engines)—												
182	Coaching . . . . *lbs.*	1st half	46·60	49·78					42·15				
		2nd ,,	44·88	48·59					48·70				
183	Goods . . . . . ,,	1st half	64·05	47·85	45·13	51·96	53·55	51·00	50·05	51·02	47·94	43·50	37·22
		2nd ,,	78·10	46·38	47·49	51·63	54·19	51·37	52·98	52·35	49·52	39·18	32·55
184	Mixed . . . . ,,	1st half	...	54·04					48·60				
		2nd ,,	...	46·80					50·07				
	lbs. wood per engine-mile (wood burning engines)—												
185	Coaching . . . *lbs.*	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...	...
186	Goods . . . . . ,,	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...	...
187	Mixed . . . . . ,,	1st half	...	...	...	...	...	...	...	...	...	...	...
		2nd ,,	...	...	...	...	...	...	...	...	...	...	...
	Average gross weight of trains—												
188	Coaching . . . *Tons*	1st half	206·24	183·98	195·23	240·82	180·13	154·50	130·76	251·98	169·33	116·18	176·67
		2nd ,,	215·53	180·21	200·45	238·14	176·58	144·37	128·02	267·00	171·17	122·72	153·95
189	Goods . . . . . ,,	1st half	479·09	639·58	443·17	552·79	388·86	308·94	349·16	312·97	197·96	203·92	229·62
		2nd ,,	463·58	529·34	528·12	553·85	343·01	285·71	381·37	428·31	344·66	237·87	207·96
190	Mixed . . . . . ,,	1st half	397·50	214·56	172·13	223·45	...	361·94	290·22	288·09	353·67	157·74	199·10
		2nd ,,	417·75	191·88	186·49	237·95	...	343·04	298·35	392·45	175·42	167·58	176·67
	Average through speed of trains—												
191	Coaching . *Miles per hour*...	1st half	29·21	22·89	19·07	26·80	23·90	21·03	22·73	21·00	30·31	...	17·00
		2nd ,,	29·64	22·97	19·07	27·00	24·03	20·83	23·34	20·85	30·31	...	17·00
192	Goods . . ,,	1st half	11·93	9·96	15·00	16·00	10·27	10·80	10·66	11·00	9·19	...	9·50
		2nd ,,	10·68	9·95	15·00	16·00	11·65	11·10	10·79	11·00	9·43	...	9·50
193	Mixed . . ,,	1st half	17·63	15·85	14·30	16·70	15·31	11·50	14·05	14·69	16·79	13·12	12·20
		2nd ,,	17·04	15·13	14·30	17·00	15·22	11·00	13·66	14·50	16·35	13·12	12·20
	FROM APPENDIX II.												
194	Average mileage *per diem* of coaching vehicles, including brakes . . . *Miles*	1st half	112,934	108,257	81,598	360,000	317,814	100,290	18,851	380,924	104,770	38,963	145,002
		2nd ,,	116,912	109,654	87,302	356,413	323,531	103,877	18,339	411,877	95,006	41,314	175,636
195	Goods ditto ditto ,,	1st half	310,778	218,609	122,119	1,170,352	759,605	193,399	50,991	672,688	155,973	54,259	269,285
		2nd ,,	266,462	148,903	162,831	1,083,638	563,409	180,723	45,672	796,774	162,295	62,130	225,602
	FROM APPENDIX V.												
	Average age of sleepers—												
196	Wood . . . . *Years*	1st half	6·67	10·11	8·00	8·91	...	6·09	...	8·14	12·33	...	9·05
		2nd ,,	...	10·46	8·00	9·12	...	6·22	...	7·66	12·22	...	9·33
197	Iron . . . . . ,,	1st half	11·09	14·84	12·00	...	...	...	...	12·58	15·65	...	...
		2nd ,,	11·26	11·26	12·50	...	...	...	...	12·78	15·89	...	...
	Percentage of removals—												
198	Wood . . . *Per cent.*	1st half	8·49	2·04	4·69	2·82	5·87	4·38	...	3·40	0·92	3·81	1·77
		2nd ,,	...	3·21	3·92	2·48	66·87	5·05	...	2·20	1·96	4·22	2·30
199	Iron . . . ,,	1st half	13·26	0·32	1·51	2·55	0·36	...	...	7·01	4·29	...	...
		2nd ,,	3·40	0·40	0·51	1·87	7·62	...	...	2·14	6·18	...	...

DIX 18—*concluded.*

***system during each half-year of 1907*—concld.**

AS APPENDICES TO THE ANALYSIS.

do not prepare these statistics.

3′ 3½″										2′ 6″					Gauge.	
13 (*a*) to (*d*)	14 (*a*) & (*b*)	3 (*b*) and (*c*)	7 (*c*)	17 (*a*) to (*c*)	2 (*h*) to (*h*)	19 (*a*) & (*b*)	20 (*a*) to (*f*)	21 (*a*) to (*k*)	22 (*a*)	1 (*b*)	8 (*h*)	8 (*i*) & (*j*)	1 (*e*)	1 (*f*)	Number.	Serial number.
Basvnagar-Gondal-Junagad-Porbandar.	Burma.	Eastern Bengal.	Hyderabad-Godavari Valley.	Jodhpur-Bikaner.	Rajputana-Malwa.	Rohilkund and Kumaon.	South Indian.	Southern Mahratta.	Udaipur-Chitor.	Jubbulpore-Gondia extension.	Kalka-Simla.	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	Puruliа-Ranchi.	Baipur-Dhamtari.	Calendar year 1907 by half-years.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
27	248	154	51	52	456	46	247	237	3	25	15	30	...	4	1st half	180
29	262	155	45	58	464	49	247	244	3	28	24	28	4	4	2nd „	
79·53	73·88	63·59	65·10	73·37	62·11	74·46	59·64	65·70	53·19	60·98	44·22	45·67	...	45·47	1st half	181
79·54	70·13	63·01	59·72	62·95	56·75	65·91	62·15	61·93	52·66	58·91	27·85	47·01	16·87	45·16	2nd „	
			29·55												1st half	182
			32·84												2nd „	
			32·30												1st half	183
25·32	35·76	31·04	31·44	38·77	31·51	...	29·72	34·45	34·58	52·98	65·01	15·61	...	26·40	2nd „	
24·54	33·88	32·90	30·34	39·64	32·33	...	31·68	36·31	30·90	51·62	59·55	17·39	25·48	30·02	1st half	184
			31·40												2nd „	
...	...	...	...	...	...		...	...	...	...	...	...	...	...	1st half	185
...	...	...	...	...	...		...	...	...	...	...	...	...	...	2nd „	
...	...	...	...	...	...	91·02	...	...	...	...	...	...	...	...	1st half	186
...	...	...	...	...	...	81·80	...	...	...	...	...	...	...	...	2nd „	
...	...	...	...	...	...		...	...	...	...	...	...	...	...	1st half	187
...	...	...	...	...	...		...	...	...	...	...	...	...	...	2nd „	
100·20	161·18	145·11	*56·16	128·24	115·99	...	86·19	84·83	...	...	50·00	...	...	...	1st half	189
62·60	166·55	115·77	*57·22	87·57	115·09	...	89·66	83·86	...	...	51·83	90·60	...	...	2nd „	
129·48	189·73	232·02	200·43	92·48	257·58	...	179·82	193·36	...	133·54	50·00	24·10	...	83·69	1st half	189
133·78	167·40	261·47	185·23	98·36	267·63	...	168·72	187·38	...	133·58	40·77	34·13	83·16	115·25	2nd „	
141·53	186·88	154·33	149·10	109·36	137·25	...	161·86	167·99	...	133·70	...	44·81	...	64·75	1st half	190
133·13	132·45	163·43	138·37	105·64	137·32	...	141·80	158·71	...	153·23	...	49·03	129·41	63·30	2nd „	
20·65	18·75	19·28	10·36	...	17·65	16·56	18·00	18·15	...	...	10·00	...	...	...	1st half	191
20·65	18·72	19·28	10·36	...	17·74	15·80	18·00	18·36	...	...	8·65	...	...	...	2nd „	
11·26	9·71	11·16	11·19	10·56	9·62	10·05	9·50	7·36	...	9·69	10·00	8·85	...	...	1st half	192
11·26	9·35	*11·16	11·42	11·71	9·62	9·83	9·50	7·91	...	8·90	7·64	8·61	6·39	...	2nd „	
13·64	13·13	15·00	14·09	14·16	14·38	13·06	12·00	12·32	...	11·33	...	9·80	...	10·21	1st half	193
12·64	12·71	15·00	14·16	14·96	14·47	13·10	12·00	12·54	...	11·08	...	9·89	8·75	10·49	2nd „	
24,406	125,493	73,342	16,501	34,851	219,169	23,666	136,069	97,479	2,296	5,689	2,428	5,326	...	347	1st half	194
26,692	126,048	81,185	17,087	36,473	224,289	21,728	136,436	96,842	2,316	11,822	2,494	5,730	382	930	2nd „	
24,925	227,369	164,780	38,278	46,823	454,999	31,713	137,392	192,732	1,589	9,845	2,550	5,527	...	1,693	1st half	195
16,895	200,400	118,307	20,701	37,603	370,243	29,406	134,116	175,266	1,103	21,001	2,240	6,680	894	1,553	2nd „	
12·51	11·79	10·50	...			8·50	11·26	8·94	11·00	...	...	...	5·09	...	1st half	196
12·90	10·81	10·50	...	13·50		9·00	11·66	9·21	11·00	...	...	1·80	5·57	0·56	2nd „	
16·89	...	14·00	...	14·00		20·50	...	17·38	19·00	...	...	...	4·72	...	1st half	197
17·35	...	14·00	...			21·00	...	17·63	19·00	...	...	...	5·23	...	2nd „	
3·42	3·77	3·99	...			3·16	0·81	30·47	2·31	...	...	...	0·05	...	1st half	198
0·75	3·80	2·00	...	0·25		2·60	0·82	4·24	2·17	2·20	...	0·66	0·29	...	2nd „	
0·34	...	6·35	...	0·29		...	...	1·56	2·12	...	...	...	...	...	1st half	199
0·10	...	31·33	...			0·23	...	0·93	2·12	...	...	...	...	...	2nd „	

* Of local trains only.

APPEN

Rolling-stock under different heads on each

Items.	GAUGE.	5′ 6″									3′ 3½″									
	NUMBER.	1 (a)	2 (a) to (g)	3 (a)	4	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) &(b)	10	11	12	13	14	15	16	3 (b) & (c)	7 (c)	17
	Railway.	B. N.	B. B. &C. L.	E.B.S.	E. I.	G.I.P.	M.	N.G.S.	N. W.	O.&E.	A.B.	B. & N.W.	B. D.	B.G. J.P.	B.	D.	D.S.	E. B. S.M.	H. G. V.	J. B.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)
	Engines.																			
1	Engines { Passenger	74	87	78	182	256	64	12	264	94	} 87	{ 49	} 10	37	{ 36	} 2	26	{ 68	} 55	54
	Goods and mixed ...	230	148	128	761	632	234	49	601	114		{ 240			230			88		
2	TOTAL ENGINES ...	304	235	206	943	888	298	61	865	208	87	289	10	37	266	2	26	156	55	54
	Coaching vehicles.																			
3	Saloons, Royal and State ...	...	...	...	4	...	2	14	9	...	4	3	...	...	2	...	...	2	3	4
4	Saloons, ordinary	2	13	21	...	...	...	...	...	...	2	13	4	2	9	...	...	20	...	...
5	Reserved carriages	18	9	2	43	7	12	6	65	24	...	6	...	7	30	...	...	...	8	...
6	Inspection carriages	1	...	...	...	1	9	...	...	1	8	...	1	...	...	...	...	...	...	6
7	Family carriages	...	...	...	...	8	4	2	...	2	...	...	...	5	1	...	...	...	...	3
8	Dining cars	1	...	...	3	13	...	...	4	3	3	3	2	...	1	...	...	5	...	4
9	First class carriages { 4-wheeled ...	26	1	14	87	92	37	9	82	40	1	3	...	10	27	...	10	14	...	4
	6-wheeled ...	...	...	...	...	...	1	...	...	...	...	...	3	...	...	...	...	...	3	...
	Bogie ...	...	...	...	2	6	...	...	...	...	...	31	...	...	...	...	...	...	...	...
10	Composite, first and second class. { 4-wheeled ...	46	12	57	64	87	68	12	103	56	4	28	1	6	27	...	...	50	11	20
	6-wheeled ...	...	4	...	...	...	...	...	...	...	...	12	5	...	...	...	...	...	...	...
	Bogie ...	9	26	16	39	46	...	...	23	10	18	16	...	3	15	...	...	3	2	...
11	Composite, first, second and third class { 4-wheeled ...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bogie ...	2	...	...	...	18	7	...	57	...	19	...	...	5	33	...	...	...	...	...
12	Other composite carriages ...	5	3	12	88	8	3	...	32	10	...	...	...	10	11	2	...	5	...	4
13	Second class ... { Ordinary ...	28	18	15	77	144	79	10	91	33	...	38	1	8	39	...	...	16	10	6
	Bogie ...	...	15	...	...	1	...	...	...	...	...	...	...	...	...	...	...	4	...	...
14	Second class with postal accommodation. ...	...	...	...	...	22	...	...	...	...	...	...	...	5	...	...	...	...	...	...
15	Intermediate class { 4-wheeled ...	26	4	28	71	...	4	...	128	39	...	...	..	10	...	...	...	45	...	17
	6-wheeled ...	...	1	...	...	...	...	...	...	...	...	32	...	...	...	...	...	...	...	...
	Bogie ...	...	12	6	17	...	...	...	12	...	...	...	...	4	...	...	...	2	...	...
	Ambulance...	...	...	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	Composite, intermediate and third class.	15	...	38	39	...	7	...	110	31	...	78	2	...	...	...	...	42	...	3
17	Intermediate and postal carriages...	3	5	6	...	...	...	...	18	...	...	...	2	...	...	...	..	3	...	...
18	Intermediate, third and postal carriages.	1	...	3	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...
19	Lower class	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	Third class carriages without brakes. { 4-wheeled ...	...	114	194	670	596	514	64	67	1	...	213	2	120	227	8	45	232	...	65
	6-wheeled ...	...	39	...	...	...	...	...	...	...	...	141	21	...	...	...	...	...	65	...
	Bogie ...	...	106	60	174	90	9	...	...	...	...	6	...	13	197	...	...	80	2	22
	Ambulance...	...	15	...	92	16	58	...	174	...	...	...	...	...	54	...	...	...	...	...
21	Third class carriages with brakes. { 4-wheeled ...	295	10	...	29	129	9	...	200	89	...	2	...	...	8	...	...	7	...	4
	6-wheeled ...	...	...	...	...	...	...	...	...	...	...	217	...	...	...	...	...	...	...	...
	Bogie ...	93	24	...	88	47	...	...	335	23	87	84	...	...	37	...	...	...	1	5
	Ambulance...	21	...	...	...	22	...	...	263	207	...	...	...	...	...	...	...	...	...	...
22	Third class and postal vans ...	14	12	3	58	31	12	5	52	38	16	19	1	4	47	...	...	8	4	10
23	Passenger brake-vans	35	41	46	168	130	...	6	474	98	...	211	15	23	102	2	6	65	...	28
24	Brake-vans { Intermediate class	...	...	16	...	...	...	...	...	...	65	...	...	...	...	...	...	...	...	...
	with { Third class ...	81	...	25	...	...	44	...	99	7	...	...	...	...	51	...	...	...	...	...
25	Brake-vans fitted with postal compartments. ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26	Postal vans	...	...	1	18	9	9	...	10	...	...	...	...	...	5	...	...	3	...	...
27	Composite, postal and other carriages	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...
28	Prison vans	...	...	...	...	8	...	...	...	...	...	...	...	...	3	...	...	4	...	...
29	Carriage trucks	4	6	9	39	55	27	2	42	...	...	5	...	6	1	...	...	5	...	...
30	Horse boxes	16	18	22	75	114	56	10	142	43	16	30	1	5	37	...	8	14	16	12
31	Luggage vans	31	32	26	51	127	41	6	61	43	12	1	...	...	17	...	4	10	...	...
32	Produce Vendors' vans	...	...	16	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
33	Milk vans	...	...	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
34	Fish vans	...	...	31	...	...	...	...	...	...	3	...	...	...	...	...	2	23	...	...
35	Store, ice and stationery vans ...	...	...	...	1	...	...	...	18	4	...	...	...	...	...	...	...	...	...	...
36	Miscellaneous	17	...	3	...	...	...	...	2	...	1	...	...	...	54	...	2	13	...	...
37	TOTAL COACHING VEHICLES ...	790	540	715	1,952	1,841	1,012	146	2,723	800	259	1,193	63	246	1,035	12	72	675	124	217

DIX 22.

railway at the close of the calendar year 1907.

3′ 3½″							2′ 6″															2′ 0″							
18	6 (e) & (f)	2 (h) to (n)	19 (a) & (b)	20	21	22	23	24	25	26	3 (b) & (d)	2 (c) & (g)	1 (b) (e) & (f)	8 (h) to (j)	6 (g) & (h)	18	1 (c)	1 (d)	19 (c)	29	30	31	8 (k)	33	5 (g)	34	35	36	5 (h)	Items.
M. R. W. (32)	N. & S.O. (23)	R.M. (24)	R. & K. (25)	S. L. (26)	S. M. (27)	U. C. (28)	B. B. L. (29)	B. L. (30)	B. B. (31)	C. (32)	E.B. S.M. (33)	G. D. & R. (34)	J.G.E. P.R. & R. D. (35)	K.S. K.K. T. & N. D. (36)	M.D & TK (37)	M. R. W. (38)	M. B. (39)	P. L. L. (40)	P. W. L. (41)	S. S. (42)	B. P. (43)	T. B. (44)	D. L (45)	D. H. (46)	G. L. (47)	H. A. (48)	H.S. (49)	J. (50)	M. T. H. (51)	(52)
{3 2	18	{151 313	54	{83 165	38 206	1 2	4	7	4	3	15	11	{18 22	54	6	{4 1	3	3	5	8	5	3	7	17	18	12	4	9	5	1
5	18	464	54	248	244	3	4	7	4	3	15	11	40	54	6	5	3	3	5	8	5	3	7	17	18	12	4	9	5	2
...	1	5	...	3	6	...	...	...	...	...	...	2	...	...	...	...	...	1	...	...	...	...	...	...	2	...	...	...	...	3
...	...	4	...	2	...	...	...	...	...	...	2	...	...	...	...	3	...	...	...	1	...	...	...	3	2	...	...	...	2	4
...	...	...	4	...	12	...	1	...	...	...	...	...	3	7	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	5
...	...	15	2	16	...	...	...	1	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	1	...	...	...	...	6
3	...	...	...	3	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	3	2	1	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
3	...	94	6	4	44	...	...	...	1	1	...	...	...	15	...	...	2	...	...	...	...	...	...	19	...	...	...	...	15	9
...	2	...	3	2	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	4	...	...	2	...	
5	1	63	8	60	54	3	2	...	1	...	6	...	2	4	...	4	...	...	3	...	2	...	...	7	...	4	...	...	...	10
...	2	37	6	4	18	...	...	...	...	...	...	...	...	...	...	4	...	...	...	3	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	2	...	...	42	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	17	...	9	8	...	...	7	...	...	5	...	6	...	...	...	2	1	...	...	1	5	...	2	4	...	2	6	...	12
3	...	64	6	28	37	1	...	...	...	...	...	1	...	10	...	4	...	...	...	...	...	...	...	24	3	...	...	...	7	13
...	...	...	...	1	...	...	...	...	...	...	...	6	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	14
30	...	39	3	...	...	2	1	...	2	...	2	...	...	...	...	...	...	...	...	...	1	...	...	...	...	6	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	15	11	...	...	...	...	...	...	...	2	...	1	5	...	...	...	...	...	...	2	...	...	...	2	2	...	...	...	16
...	...	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	27	...	...	...	...	...	3	...	...	7	...	...	...	...	...	11	...	...	19
...	...	480	49	511	210	11	15	24	11	...	25	...	14	22	...	15	...	...	10	18	11	...	...	...	28	58	14	...	6	
...	...	...	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	26	216	...	...	53	...	...	...	...	1	...	...	...	...	10	13	3	...	...	...	...	...	...	...	14	...	...	...	...	
...	...	5	...	15	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	98	3	...	237	3	...	...	3	...	...	...	...	39	...	...	...	...	...	...	3	...	...	39	...	...	...	...	...	21
...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	60	26	186	19	...	...	8	...	...	...	...	34	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	32	1	28	31	1	1	...	1	...	2	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	22
4	...	263	21	...	...	3	...	...	...	1	...	2	...	32	...	4	...	3	...	...	3	...	...	...	4	7	1	...	...	23
...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	24
...	4	...	2	46	180	...	3	1	...	...	7	...	3	1	7	...	...	...	4	9	...	...	...	...	10	...	1	...	...	
...	...	...	21	6	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	3	...	...	...	...	...	...	2	25
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	26
...	3	...	6	...	...	...	...	...	...	...	...	...	1	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	27
...	...	5	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	28
...	3	38	...	5	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29
2	3	82	10	30	47	1	...	...	...	...	...	2	2	...	...	2	...	...	...	...	...	...	...	...	5	...	...	...	...	30
...	...	21	...	82	22	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	32
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	34
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35
...	...	1	...	13	10	...	...	...	...	...	1	1	13	6	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	36
53	47	1,676	227	1,096	1,011	26	23	41	20	3	56	41	34	172	21	51	9	8	18	31	25	15	...	97	79	78	20	19	32	37

Rolling-stock under different heads on each

Items.	GAUGE.	5′ 6″									3′ 3½″									
	NUMBER.	1 (a)	2 (a) to (g)	3 (a)	4	5 (a) to (f)	6 (a) to (d)	7 (a) & (b)	8 (a) to (g)	9 (a) & (b)	10	11	12	13	14	15	16	3 (b) & (c)	7 (c)	17
	Railway.	B. N.	B.B. &C.I.	E.B.S.	E. I.	G.I.P.	M.	N.G.S.	N. W.	O.&E.	A. B.	B. & N.W.	B. D.	B. G. J. P.	B.	D	D.S.	E.B. S.M.	H. G. V.	J. B.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)
	Goods vehicles.																			
38	Covered goods wagons, bogie. Ordinary	...	...	...	...	...	...	...	...	...	100	200	...	...	601	...	...	401	...	6
	Covered goods wagons, bogie. Military	...	...	...	...	...	...	...	528	...	...	...	...	...	75	...	...	...	...	...
39	Covered goods wagons, 4-wheeled. Ordinary	2,560	1,352	2,560	8,991	7,816	1,036	71	3,078	2,151	1,463	5,350	263	153	3,256	4	228	2,203	440	706
	Covered goods wagons, 4-wheeled. Military	1,278	1,428	1,382	...	...	1,913	90	6,468	2,733	...	...	...	145	20	...	...	458	150	...
40	High-sided wagons, Bogie	...	...	...	...	50	...	10	70	...	25	...	...	...	16	...	...	...	2	...
41	High-sided wagons, 4-wheeled	...	1,003	1	3,536	3,578	1,440	826	1,072	...	127	...	...	...	60	...	744	...	260	...
42	Medium-sided wagons, Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	310	...	...	...	...	...
43	Medium-sided wagons, 4-wheeled	200	443	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...
44	Low-sided wagons, bogie. Ordinary	...	...	...	...	...	...	...	102	...	...	28	...	20	115	...	70	54	...	152
	Low-sided wagons, bogie. Military	...	105	...	...	...	...	...	140	...	...	...	...	...	...	...	...	...	...	...
45	Low-sided wagons, 4-wheeled. Ordinary	190	1	69	5,608	25	...	...	576	162	300	467	56	565	...	...	...	215	...	135
	Low-sided wagons, 4-wheeled. Military	156	146	367	...	...	229	...	1,241	374	...	...	...	...	286	...	...	228	...	...
46	Coal or coke wagons	3,434	100	33	1,357	...	20	...	...	110	...	...	...	...	38	...	...	...	...	...
47	Cattle wagons	...	...	1	13	...	1	...	24	...	4	...	1	6	166	...	...	...	...	35
48	Accident vans	14	16	13	53	39	18	...	...	...	5	...	...	...	14	...	...	9	...	...
49	Platform wagons	35	...	...	43	...	3	...	12	...	...	2	...	...	...	...	...	5	...	...
50	Powder vans	6	7	5	31	24	9	...	50	8	3	1	...	2	12	...	1	2	...	1
51	Timber trucks	82	20	15	85	191	229	10	49	...	35	279	24	22	95	...	54	199	20	...
52	Bolster trucks. Double	...	...	...	...	...	...	...	271	...	...	...	...	...	181	...	...	...	...	...
	Bolster trucks. Single	104	...	59	...	50	...	...	...	...	16	...	...	...	150	...	...	...	...	...
53	Ballast wagons	76	450	33	289	406	153	64	...	...	110	...	...	74	245	...	...	50	83	...
54	*Goods* brake-vans	193	134	56	604	607	249	43	...	61	15	...	...	18	83	...	21	40	50	7
55	Travelling oil tanks	31	20	28	89	31	45	...	51	12	3	7	...	2	2	...	...	14	1	...
56	Travelling water tanks	...	25	8	...	11	10	3	72	1	...	...	...	1	23	...	...	...	1	17
57	Travelling gas holders	8	8	3	3	18	12	2	15	8	8	...	...	...	...	...	...	4	2	...
58	Travelling cranes	11	4	8	31	58	15	2	52	17	15	19	3	2	31	...	2	13	2	...
59	Miscellaneous	31	8	18	9	1	17	7	15	7	12	9	1	56	135	...	...	22	6	...
60	TOTAL GOODS VEHICLES	8,709	5,300	4,659	20,742	12,905	5,399	1,128	13,906	5,644	2,241	6,392	348	1,066	5,924	10	1,115	3,908	1,017	1,059
61	Motor cars	...	2	...	5	2	3	...	1	2	...	...	...	...	2	...	...	...	...	1
	LOWER CLASS CARRIAGES FITTED																			
	Intermediate class	...	18	7	71	...	...	...	...	...	...	...	...	14	...	...	...	...	...	20
	Composite, intermediate & 3rd class.	...	1	19	61	...	...	...	...	...	...	...	3	...	5	...	...	22	...	22
	Third class	42	127	4	286	106	99	...	...	45	19	...	...	44	52	...	...	...	...	87
62	TOTAL	42	146	30	418	106	99	...	...	45	19	...	3	58	57	...	...	22	...	129
	LOWER CLASS CARRIAGES PROVIDED WITH LATRINE																			
	Intermediate class	26	18	27	81	...	4	...	140	39	55	...	...	14	...	...	...	45	...	20
	Composite, intermediate & 3rd class.	35	1	36	71	95	63	...	132	29	...	...	3	...	64	...	...	42	...	22
	Third class	82	127	127	304	233	135	64	740	191	42	...	...	44	202	...	12	298	68	87
63	TOTAL	143	146	190	456	328	202	64	1,012	259	97	...	3	58	266	...	12	385	68	129

N.B.—In the above statement the few six-wheeled wagons in

DIX 22—*concld.*

railway at the close of the calendar year 1907.

	3′ 3½″						2′ 6″															2′ 0″							
18	6(e) & (f)	2 (h) to (n)	19(a) & (b)	20	21	22	23	24	25	26	3 (b) & (d)	2 (o) & (p)	1 (b), (e) & (f)	8 (h) to (j)	6 (g) & (h)	18	1 (c)	1 (d)	19 (e)	29	30	31	3 (k)	33	5 (g)	34	35	38	5 (k)	
M. E. W.	N. & S.C.	R. M.	R. & K.	S. I.	S.M.	U. C.	B. B. L.	B. L.	B. B.	C.	E.B. S.M.	G. D. & E.	J.G. E.,P. E. & E.D.	K.S., K.K. T. & N. D.	M.D & T.K.	M. R. W.	M. B.	P. L. L.	P. W. L.	S.S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	Items.
(32)	(33)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)	(47)	(48)	(49)	(50)	(51)	(52)
...	75	471	345	75	85	...	...	67	2	...	...	...	268	69	24	10	2	2	1	...	...	...	...	...	...	...	...	42	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
29	...	3,554	768	2,105	3,526	25	6	...	14	...	103	55	20	104	...	10	2	...	57	50	20	30	...	70	124	14	4	...	...	
...	...	1,138	...	259	193	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39
15	48	...	...	22	57	...	...	5	...	...	...	...	...	13	24	9	...	...	...	...	...	2	...	...	2	10	...	22	...	45
25	...	134	...	788	170	...	...	...	12	14	...	...	...	61	...	...	...	...	...	100	...	12	...	162	55	14	4	...	24	41
...	6	...	...	...	...	...	...	...	...	...	...	...	102	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42
...	...	150	...	...	144	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43
...	...	227	212	20	...	...	...	59	...	14	...	96	25	17	...	38	10	12	...	...	27	...	...	...	...	...	...	...	...	
...	7	953	...	...	...	...	...	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44
...	...	12	30	...	429	10	19	...	14	...	40	83	30	...	...	...	2	2	3	...	...	6	...	6	10	4	...	2	...	
...	...	1,202	...	...	...	...	...	...	...	...	...	...	...	69	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45
...	...	...	...	...	350	...	...	...	...	...	...	...	65	69	...	...	...	...	...	...	...	...	336	...	...	...	...	...	...	46
...	...	...	...	6	28	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47
1	...	16	7	...	13	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	48
...	...	...	...	4	45	...	...	...	...	...	1	...	3	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49
...	1	35	2	7	13	...	...	...	...	...	...	1	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50
...	8	78	76	33	127	...	...	...	...	...	87	...	37	4	...	...	...	...	2	...	...	2	...	6	...	...	...	...	...	51
...	...	...	...	38	30	...	...	...	...	...	110	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	
...	...	...	...	...	65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	52
...	22	...	...	522	...	...	...	2	...	...	...	...	...	150	...	...	...	...	...	...	...	...	...	...	100	...	...	...	...	53
2	10	...	...	84	45	...	...	...	...	...	7	9	3	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	54
...	4	21	...	24	8	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	55
...	...	...	...	23	18	...	...	...	...	...	2	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	56
...	...	...	...	...	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	57
...	...	27	12	8	21	...	..	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	58
...	...	1	...	6	20	...	...	...	...	...	...	2	...	...	...	...	...	...	8	...	...	...	...	9	...	...	...	13	...	59
72	181	8,019	1,452	4,024	5,412	35	25	134	42	28	300	246	555	591	48	70	16	16	71	150	47	52	336	253	293	42	8	80	24	60
...	...	...	2	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	61

WITH CLOSETS FOR FEMALES.

...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	16	1	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	22	...	29	64	65	15	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	5	...	...	...	...	
...	22	...	45	65	65	17	...	4	...	...	...	...	...	...	...	6	...	...	...	...	...	...	..	...	5	...	...	...	...	62

ACCOMMODATION, INCLUDING (ITEM 62) CARRIAGES FITTED WITH CLOSETS FOR FEMALES.

20	...	39	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	5	104	16	27	...	...	...	4	...	...	2	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	22	237	29	37	164	15	...	...	...	...	...	...	...	8	...	6	...	...	...	...	...	...	...	4	5	...	...	...	...	
20	27	380	45	184	164	17	...	4	...	...	2	...	...	8	4	6	...	...	...	...	...	...	...	4	5	...	...	...	...	63

use on Indian railways have been included with four wheeled wagons.

Number of, outlay on, an

Progressive No.	GAUGE.	5′ 6″						
	NUMBER.	1 (*a*).	2 (*a*) to (*g*).	3 (*a*).	4	5 (*a*) to (*f*).	6 (*a*) to (*d*).	7 (*a*) & (*b*).
	Particulars.	B. N.	B. B. & C. I.	E. B. S.	E. I.	G. I. P.	M.	N. G. S.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)

ENGINES.

(In the table below except where separately shown, the passenger engines are included with goods and mixed engines.)

1	Passenger engines ... Number at close of 1906	77	88	71	158	225	54	5
2	Passenger engines ... Number added in 1907	—3	—1	7	24	31	10	7
3	Passenger engines ... Number at close of 1907	74	87	78	182	256	64	12
4	Goods and mixed engines Number at close of 1906	214	132	129	788	637	218	56
5	Goods and mixed engines Number added in 1907	16	16	—1	—27	—5	16	—7
6	Goods and mixed engines Number at close of 1907	230	148	128	761	632	234	49
7	Total number of locomotives on the 31st December 1907	304	235	206	943	888	298	61
8	Number per mile of line open of all classes	0·18	0·25	0·41	0·38	0·32	0·20	0·17
9	Average mileage run by each *per annum*. Passenger	32,935	29,242	29,136	37,591	29,819	32,830	27,479
10	Average mileage run by each *per annum*. Goods	17,277	11,640	24,441	25,074	20,123	17,514	22,086
11	Average mileage run by each *per annum*. All classes	25,736	21,934	26,219	27,488	22,918	20,727	22,726
12	Average mileage run by each *per diem*. Passenger	90	80	80	103	81	104	75
13	Average mileage run by each *per diem*. Goods	47	32	67	69	55	52	61
14	Average mileage run by each *per diem*. All classes	71	60	72	75	63	63	62
15	Ton-mileage hauled per engine, in thousands of tons	8,256	7,513	6,464	9,767	7,058	5,683	6,868
16	Average under repairs or renewals at any one time	43	35	22	90	184	74	10
17	Total value, in thousands of rupees	1,54,23	95,44	...	...	3,44,91	...	24,31
18	Total value per mile of line open	8,895	10,251	...	...	12,258	...	6,912

COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of goods.)

19	Number at close of 1906	*764	*512	*663	*1,891	*1,797	*978	*146
20	Number added in 1907	26	28	52	61	44	34	...
21	Number at close of 1907	790	540	715	1,952	1,841	1,012	146
22	Number per mile of line open. 1st class	0·05	0·05	0·14	...	0·07	...	0·10
23	Number per mile of line open. 2nd class	0·03	0·06	0·11	...	0·08	...	0·05
24	Number per mile of line open. Intermediate class	0·02	0·02	0·17	...	...	...	...
25	Number per mile of line open. 3rd class	0·28	0·34	0·53	...	0·30	...	0·19
26	Number per mile of line open. All other classes	0·07	0·11	0·41	...	0·20	...	0·07
27	Number per mile of line open. Total of all classes	0·45	0·58	1·41	0·79	0·65	0·68	0·41
28	Average mileage run by each *per annum*. 1st class	36,253	...	35,232	...	67,307	...	...
29	Average mileage run by each *per annum*. 2nd class	55,342	...	47,656	...	59,287	...	...
30	Average mileage run by each *per annum*. Intermediate class	67,496	...	51,118	...	...	...	...
31	Average mileage run by each *per annum*. 3rd class	51,306	...	52,914	...	72,006	...	...
32	Average mileage run by each *per annum*. All other classes	52,295	...	27,237	...	51,185	...	...
33	Average mileage run by each *per annum*. Total of all classes	50,955	77,037	43,082	75,086	63,464	38,984	47,081
34	Average mileage run by each *per diem*	140	211	118	207	174	107	129
35	Freight ton-mileage per vehicle, in thousands of tons	51	80	36	69	54	42	42
36	Average under repairs or renewals at any one time	111	73	57	228	226	59	17
37	Total value, in thousands of rupees	31,48	42,99	...	...	1,42,93	...	7,58
38	Total value per mile of line open	4,699	4,618	...	...	5,080	...	2,154

GOODS STOCK.

39	Number at close of 1906 Covered wagons	3,776	2,717	3,376	8,391	7,686	2,90	161
40	Number at close of 1906 Open ,,	3,725	2,308	483	10,142	4,059	1,762	869
41	Number at close of 1906 Timber trucks, including bolster trucks	50	20	90	...	241	185	10
42	Number at close of 1906 All other classes	*278	*219	*166	*846	*758	*322	*121
43	Number at close of 1906 Total of all classes	*7,824	*5,264	*4,115	*19,379	*13,744	*5,169	*1,101
44	Number added in 1907 Covered wagons	362	63	566	600	130	49	...
45	Number added in 1907 Open ,,	331	—30	20	643	...	80	91
46	Number added in 1907 Timber trucks, including bolster trucks	136	...	—16	85	...	41	..
47	Number added in 1907 All other classes	56	3	—26	30	31	57	—64
48	Number added in 1907 Total of all classes	885	36	544	1,363	161	230	27
49	Number at close of 1907 Covered wagons	4,138	2,780	3,942	8,991	7,816	2,949	161
50	Number at close of 1907 Open ,,	4,056	2,278	503	10,790	4,059	1,842	900
51	Number at close of 1907 Timber trucks, including bolster trucks	186	20	74	85	241	229	10
52	Number at close of 1907 All other classes	329	222	140	876	789	379	57
53	Number at close of 1907 Total of all classes	8,709	5,300	4,659	20,742	12,905	5,399	1,128
54	Number of all classes per mile of line open	5·02	5·69	9·18	8·89	4·62	3·62	3·21
55	Average mileage run by each *per annum*	15,814	12,832	10,394	19,261	18,687	12,022	18,311
56	Average mileage run by each *per diem*	43	35	28	53	51	33	50
57	Average tare in tons ... Covered wagons	8·12	6·27	8·12	7·43	7·67	7·55	7·36
58	Average tare in tons ... Open ,,	8·03	6·61	7·06	6·85	6·80	6·75	6·99
59	Average carrying capacity in tons. Covered wagons	15·81	14·76	13·89	15·25	15·04	14·52	14·19
60	Average carrying capacity in tons. Open ,,	13·28	14·41	15·03	15·40	14·02	14·13	13·14
61	Average load of a goods vehicle, loaded and empty, per mile	7·73	7·58	5·23	7·37	6·95	5·79	7·72
62	Freight ton-mileage per vehicle, in thousands of tons.	89	95	57	136	121	68	111
63	Average under repairs or renewals at any one time	185	334	217	984	843	242	37
64	Total value, in thousands of rupees	2,46,98	1,10,98	...	...	2,71,60	...	31,30
65	Total value per mile of line open	14,243	11,921	...	...	9,652	...	8,902
66	Grand total value of rolling-stock, in thousands of rupees	4,82,69	2,49,41	2,51,05	12,84,47	7,59,44	3,02,55	63,19
67	Grand total value of rolling-stock per mile of line open	27,837	26,790	49,470	51,968	26,990	20,302	17,968

* Revised *figures*.

DIX 23.

work done by, rolling-stock.

5′6″		3′3½″													Progressive No.
8 (*a*) to (*g*).	9 (*a*) & (*b*).	10	11	12 (*a*) & (*b*).	13	14	15	16	3 (*b*) & (*c*).	7 (*c*).	17	18	6 (*e*) & (*f*).	2 (*h*) to (*n*).	
N. W.	O. & R.	A. B.	B.&N.W.	B. D.	B.G.J.P.	B.	D.	D. S.	E.B.S.M.	H. G. V.	J. B.	M.R.W.	N. & S. C.	R. M.	
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)

ENGINES.

(In the table below except where separately shown, the passenger engines are included with goods and mixed engines.)

261	65	...	45	...	...	28	...	...	68	...	...	3	...	145	1
3	29	...	4	...	...	8	...	...	...	...	...	...	...	6	2
264	94	...	49	...	...	36	...	...	68	...	...	3	...	151	3
559	140	87	226	10	37	231	2	26	32	55	48	2	18	303	4
42	–26	...	14	...	...	–1	...	...	6	...	6	...	...	10	5
601	114	87	240	10	37	230	2	26	88	55	54	2	18	313	6
865	208	87	289	10	37	266	2	26	156	55	54	5	18	464	7
0·20	0·16	0·11	0·17	0·06	0·08	0·18	0·42	0·30	0·20	0·14	0·07	0·07	0·22	0·22	8
...	33,911	...	28,876	...	...	33,283	...	...	25,802	...	...	22,607	...	25,386	9
...	18,791	...	17,027	...	...	19,663	...	...	20,690	...	...	18,039	...	19,610	10
27,254	30,537	26,931	23,384	26,501	22,092	25,860	7,968	16,776	22,918	19,615	25,228	19,211	15,281	21,490	11
...	93	...	79	...	...	91	...	...	71	...	...	62	...	69	12
...	51	...	47	...	...	54	...	...	57	...	...	36	...	54	13
75	84	74	64	73	61	71	24	46	63	54	69	58	42	59	14
3,588	7,988	4,395	4,488	...	3,423	4,531	...	...	3,989	3,432	4,717	...	1,477	4,334	15
96	22	14	39	...	3	21	...	3	26	7	8	1	2	53	16
3,35,08	91,69	27,35	94,00	2,70	7,56	...	...	...	...	16,65	16,80	1,55	4,57	8,592	17
7,925	6,868	3,547	5,287	1,765	1,661	...	...	...	...	4,257	2,017	2,103	5,595	4,045	18

COACHING STOCK.

(In the table below where the value of coaching stock is not shown, it is included with that of goods.)

2,552	*799	*251	1,128	63	*237	*970	12	*68	*624	*124	*210	*53	*47	1,703	19
171	1	8	70	...	9	65	...	4	51	...	7	...	...	–27	20
2,723	800	259	1,198	63	246	1,085	12	72	675	124	217	53	47	1,676	21
0·04	0·08	0·04	...	...	0·07	0·06	...	0·10	0·09	0·07	0·04	0·15	...	...	22
0·04	0·05	0·03	...	...	0·04	0·06	...		0·06	0·04	0·02	0·08	...	...	23
0·05	0·04	0·02	...	...	0·04	...	...	...	0·09	...	0·02	0·40	...	...	24
0·28	0·28	0·13	...	...	0·30	0·41	...	0·52	0·45	0·18	0·12	...	...	...	25
0·23	0·15	0·13	...	...	0·09	0·18	...	0·21	0·19	0·03	0·06	0·08	...	...	26
0·64	0·60	0·35	0·69	0·41	0·54	0·71	2·51	0·83	0·88	0·32	0·26	0·71	0·57	0·79	27
58,872	5,562	33,275	...	...	...	24,883	...	...	...	32,290	...	...	...	...	28
57,497	3,530	34,928	...	...	...	34,250	...	...	...	47,206	...	...	...	...	29
63,020	3,155	23,663	...	...	...	...	...	...	...	...	...	...	...	...	30
65,184	19,680	38,769	...	...	...	33,570	...	...	...	52,169	...	...	...	...	31
34,970	10,856	34,383	...	...	...	18,518	...	...	...	8,716	...	...	...	...	32
55,396	42,783	35,915	48,900	...	37,625	28,771	...	...	41,809	43,916	60,543	...	20,624	48,300	33
146	117	93	134	...	103	79	...	...	115	120	165	...	56	132	34
44	44	29	84	...	25	27	...	...	29	51	41	...	26	35	35
205	95	29	97	5	16	153	...	...	75	12	17	...	2	149	36
1,99,49	...	24,80	...	...	7,99	...	...	...	...	8,77	...	1,63	...	...	37
4,718	...	3,218	...	...	1,753	...	...	...	...	2,240	...	2,205	...	...	38

GOODS STOCK.

9,176	4,884	1,413	6,005	263	298	*3,636	4	223	3,083	503	652	29	*75	5,151	39
3,076	*616	*452		*57	*659	1,033	6	814	567	362	294	40	83	2,677	40
320	...	*51	279	*24	22	402	...	54	114	20	...	...	8	79	41
289	*114	*115	37	*4	*87	*257	...	*24	*104	*52	*53	*3	*15	109	42
12,852	*5,641	*2,031	6,321	348	1,066	*5,328	10	*1,115	*2,818	*937	*999	*72	*181	8,007	43
918	...	150	70	...	...	326	...	...	29	87	60	...	...	12	44
125	...	110		...	...	37	...	...	–20	–17	–7	...	...	1	45
...	...	...	...	...	...	24	...	...	76	...	7	...	...	–1	46
11	...	–50	1	...	...	209	...	...	5	10	7	...	...	...	47
1,054	...	210	71	...	...	596	...	...	90	80	60	...	...	12	48
10,094	4,884	1,563	6,075	263	296	3,962	4	223	3,062	590	712	29	75	5,163	49
3,201	646	562		57	659	1,070	6	814	547	345	287	40	83	2,678	50
320	...	51	279	24	22	426	...	54	190	20	...	...	8	78	51
291	114	65	38	4	87	466	...	24	109	62	60	3	16	100	52
13,906	5,644	2,241	6,392	348	1,066	5,924	10	1,115	3,908	1,017	1,059	72	181	8,019	53
3·29	4·23	2·91	3·59	2·27	2·34	4·02	2·09	12·97	5·11	2·60	1·27	0·97	2·21	3·78	54
19,469	12,217	7,734	14,040	...	7,390	11,361	...	...	8,457	10,558	13,419	...	4,043	18,651	55
53	33	21	38	...	20	31	...	...	23	29	37	...	11	51	56
7·73	7·22	5·63	3·80	...	3·79	4·64	...	...	5·24	4·42	6·57	4·23	8·23	4·15	57
7·37	5·50	3·79		...	3·17	3·60	...	...	3·48	4·05	4·70	5·50	6·58	4·32	58
18·12	12·47	11·27	10·44	...	7·35	10·02	...	...	9·60	10·97	14·10	7·50	17·92	9·63	59
14·39	10·52	8·34		...	7·83	8·57	...	...	7·62	11·07	13·18	12·00	15·61	12·45	60
5·41	5·86	4·31	4·07	...	2·89	3·70	...	...	4·05	4·49	3·96	...	4·83	4·14	61
164	71	45	50	...	20	46	...	...	39	41	57	...	17	75	62
435	238	39	305	12	43	370	...	16	166	20	36	...	2	310	63
3,35,33	1,70,21	44,99	1,70,05	9,36	12,96	...	...	...	...	16,47	29,31	2,26	10,41	1,84,33	64
9,125	12,750,	5,837	9,565	6,118	2,845	...	...	...	...	4,211	3,577	3,054	12,730	8,679	65
2,29,40	2,61,90	97,14	2,64,06	12,06	28,51	2,51,36	...	† 24,22	1,48,19	41,89	46,61	5,44	14,98	2,70,25	66
21,768	19,618	12,602	14,852	7,883	6,259	17,041	...	†31,259	17,359	10,708	5,594	7,362	18,325	12,724	67

*Revised figures.
† Excludes outlay by Ledo and Tikak Margherita colliery railway.

Number of, outlay on, and

Progressive No.	GAUGE.	3′ 3⅜″—*concld.*				2′ 6″					
	NUMBER.	19 (*a*) & (*b*).	20	21	22	23	24	25	26	3 (*b*) & (*d*).	2 (*c*) & (*g*).
	Particulars.	R. & K.	S. I.	S. M.	U. C.	B. B. L.	B. L.	B. B.	C.	E. B. S. M.	G. D. & E.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	ENGINES.										
	(In the table below except where separately shown, the passenger engines are included with goods and mixed engines.)										
1	Passenger engines. Number at close of 1906	...	83	42	1	...	...	...	...	...	...
2	Passenger engines. Number added in 1907	...	...	—4	...	...	...	...	...	...	...
3	Passenger engines. Number at close of 1907	...	83	38	1	...	...	...	...	...	...
4	Goods and mixed engines. Number at close of 1906	48	165	195	2	3	7	3	3	15	11
5	Goods and mixed engines. Number added in 1907	6	...	11	...	1	...	1	...	...	...
6	Goods and mixed engines. Number at close of 1907	54	165	206	2	4	7	4	3	15	11
7	Total number of locomotives on the 31st December 1907	54	248	244	3	4	7	4	3	15	11
8	Number per mile of line open of all classes	0·15	0·18	0·14	0·04	0·15	0·09	0·22	0·25	0·17	0·08
9	Average mileage run by each engine *per annum*. Passenger	3,868	31,246	27,400	...	...	...	...	...	...	...
10	Average mileage run by each engine *per annum*. Goods	8,988	14,571	18,738	...	...	...	...	...	...	...
11	Average mileage run by each engine *per annum*. All classes	22,597	22,141	22,946	19,317	14,283	18,080	7,150	6,451	18,201	15,899
12	Average mileage run by each engine *per diem*. Passenger	24	86	75	...	...	...	...	...	...	...
13	Average mileage run by each engine *per diem*. Goods	25	40	51	...	...	...	...	...	...	...
14	Average mileage run by each engine *per diem*. All classes	62	61	63	53	39	49	20	18	50	43
15	Ton-mileage hauled per engine, in thousands of tons	4,471	3,761	3,879	3,790	...	...	...	122	...	...
16	Average under repairs or renewals at any one time	7	22	33	1	...	1	1	1	...	1
17	Total value, in thousands of rupees	12,79	59,24	62,60	95	1,01	...	99	28	...	1,44
18	Total value per mile of line open	3,603	4,343	3,611	1,414	3,870	...	5,363	2,425	...	1,094
	COACHING STOCK.										
	(In the table below where the value of coaching stock is not shown, it is included with that of goods.)										
19	Number at close of 1906	227	*1,047	*1,011	26	23	33	19	3	*56	*42
20	Number added in 1907	...	49	...	...	...	8	1	...	...	—1
21	Number at close of 1907	227	1,096	1,011	26	23	41	20	3	56	41
22	Number per mile of line open. 1st class	0·08	0·06	0·05	...	...	...	...	0·08	...	0·02
23	Number per mile of line open. 2nd class	0·04	0·06	0·04	...	...	...	...	...	...	0·06
24	Number per mile of line open. Intermediate class	0·03	...	...	...	...	...	...	...	...	...
25	Number per mile of line open. 3rd class	0·33	0·56	0·32	...	...	...	...	0·08	...	0·20
26	Number per mile of line open. All other classes	0·16	0·12	0·17	...	...	...	...	0·08	...	0·03
27	Number per mile of line open. Total of all classes	0·64	0·80	0·53	0·39	0·88	0·52	1·08	0·24	0·63	0·31
28	Average mileage run by each *per annum*. 1st class	...	38,940	...	...	...	...	...	...	...	...
29	Average mileage run by each *per annum*. 2nd class	...	40,626	...	...	...	...	...	...	...	...
30	Average mileage run by each *per annum*. Intermediate class	...	...	...	...	...	...	...	...	...	...
31	Average mileage run by each *per annum*. 3rd class	...	48,100	...	...	...	...	...	...	...	...
32	Average mileage run by each *per annum*. All other classes	...	38,684	...	...	...	...	...	...	...	...
33	Average mileage run by each *per annum*. Total of all classes	33,454	45,365	31,036	32,098	...	...	...	5,718	...	...
34	Average mileage run by each *per diem*	92	124	85	88	...	...	...	16	...	...
35	Freight ton-mileage per vehicle, in thousands of tons	25	44	27	31	...	29	...	...	...	...
36	Average under repairs or renewals at any one time	29	58	49	3	...	1	...	...	6	2
37	Total value, in thousands of rupees	...	53,49	...	1,19	...	...	...	1	...	...
38	Total value per mile of line open	...	3,922	...	1,771	.	...	...	78	...	...
	GOODS STOCK.										
39	Number at close of 1906. Covered wagons	1,114	2,431	*3,804	25	6	27	16	...	103	*39
40	Number at close of 1906. Open „	173	1,381	*1,150	10	19	66	18	18	40	169
41	Number at close of 1906. Timber trucks, including bolster trucks	76	71	*222	...	...	...	...	...	134	...
42	Number at close of 1906. All other classes	18	*92	*231	...	...	1	...	...	*10	*11
43	Number at close of 1906. Total of all classes	1,331	*3,975	*5,407	35	25	94	34	18	*287	*219
44	Number added in 1907. Covered wagons	—1	8	...	...	...	40	...	...	...	16
45	Number added in 1907. Open „	69	—29	...	...	..	...	8	10	...	10
46	Number added in 1907. Timber trucks, including bolster trucks	...	...	...	...	...	...	...	...	13	...
47	Number added in 1907. All other classes	3	70	5	...	...	...	...	...	...	1
48	Number added in 1907. Total of all classes	71	49	5	...	...	40	8	10	13	27
49	Number at close of 1907. Covered wagons	1,113	2,439	3,804	25	6	67	16	...	103	55
50	Number at close of 1907. Open „	242	1,352	1,150	10	19	66	26	28	40	179
51	Number at close of 1907. Timber trucks, including bolster trucks	76	71	222	...	...	...	...	...	147	...
52	Number at close of 1907. All other classes	21	162	236	...	...	1	...	...	10	12
53	Number at close of 1907. Total of all classes	1,452	4,024	5,412	35	25	134	42	28	300	246
54	Number of all classes per mile of line open	4·09	2·95	3·12	0·52	0·96	1·71	2·27	2·33	3·38	1·86
55	Average mileage run by each *per annum*	10,263	11,829	12,449	15,765	...	...	...	2,777	...	...
56	Average mileage run by each *per diem*	28	32	34	43	...	...	...	8	...	...
57	Average tare in tons. Covered wagons	4·64	4·45	3·98	4·02	...	5·90	...	...	...	2·02
58	Average tare in tons. Open „	3·32	3·80	3·32	3·22	...	4·10	...	2·85	...	2·08
59	Average carrying capacity in tons. Covered wagons	11·79	7·97	7·96	7·40	...	14·10	...	...	...	4·58
60	Average carrying capacity in tons. Open „	9·28	7·45	7·21	6·28	...	15·90	...	6·57	...	7·94
61	Average load of a goods vehicle, loaded and empty, per mile	4·11	3·76	4·08	2·24	...	...	...	0·28	...	...
62	Freight ton-mileage per vehicle, in thousands of tons	30	44	46	32	...	16	...	...	...	...
63	Average under repairs or renewals at any one time	39	156	183	1	...	2	...	2	20	1
64	Total value, in thousands of rupees	34,79	62,32	1,13,74	58	1,54	...	1,94	21	...	3,88
65	Total value per mile of line open	9,804	4,573	6,562	863	5,938	...	10,489	1,773	...	2,941
66	Grand total value of rolling-stock, in thousands of rupees	47,58	1,75,11	1,76 34	2,72	2,55	13,20	2,93	50	Included with E B.S. Ry. 3′ 3⅜″ gauge	5,32
67	Grand total value of rolling-stock per mile of line open	13,467	12,838	10,173	4,018	9,808	16,810	15,852	4,275		4,035

* Revised figures.

DIX 23—*concluded.*

work done by, rolling-stock.

2′ 6″										2′ 0″							Progressive No.
1 (b), (e) & (f).	8 (h) to (j).	6 (g) & (h).	18	1 (c).	1 (d).	19 (c).	29	30	31	8 (k).	33	5 (g).	34	35	36	5 (h).	
J. G. E., P. R. & B. D.	K.S., K. K.T., & N.D.	M. D. & T. E.	M. B. W.	M. B.	P. L. L.	P. W. L.	S. S.	B. P.	T. B.	D. L.	D. H.	G. L.	H. A.	H. S.	J.	M. T. H.	
(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)

ENGINES.

(In the table below except where separately shown, the passenger engines are included with goods and mixed engines.)

6	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	1
12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
18	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	3
(3	54	6	1	3	3	5	8	5	3	7	17	15	*12	4	7	...	4
—1	...	...	...	...	...	...	...	...	...	...	...	3	...	...	2	5	5
22	54	6	1	3	3	5	8	5	3	7	17	18	12	4	9	5	6
40	54	6	5	3	3	5	8	5	3	7	17	18	12	4	9	5	7
0·11	0·28	0·14	0·24	0·09	0·12	0·13	0·09	0·15	0·15	1·13	0·33	0·10	0·32	0·20	0·28	0·40	8
...	...	...	4,993	...	...	...	...	...	...	...	...	...	...	...	...	...	9
...	...	...	10,380	...	...	...	...	...	...	...	...	...	...	...	...	...	10
5,707	13,655	18,252	6,364	9,791	16,450	12,671	5,468	19,935	...	...	13,611	9,668	9,399	8,657	...	1,503	11
...	...	...	14	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	29	...	...	...	...	...	...	...	...	...	...	...	...	...	13
18	37	50	18	27	45	35	15	55	...	...	37	26	26	24	...	4	14
2,520	777	1,273	...	652	542	...	...	...	...	...	...	...	...	...	...	...	15
2	7	...	1	...	1	2	...	1	1	...	...	4	...	...	...	...	16
...	13,81	2,05	92	69	76	...	...	88	...	...	3,09	...	2,63	65	...	...	17
...	7,230	4,668	4,466	2,129	3,040	...	...	2,640	...	...	6,658	...	7,070	3,281	...	...	18

COACHING STOCK.

(In the table below where the value of coaching stock is not shown, it is included with that of goods.)

*73	172	21	*51	9	8	18	...	25	15	...	99	73	78	20	22	...	19
11	...	...	...	...	...	...	31	...	...	...	—2	6	...	...	—3	32	20
84	172	21	51	9	8	18	31	25	15	...	97	79	78	20	19	32	21
0·02	...	0·65	...	0·06	0·04	0·05	...	0·07	0·15	...	0·50	...	...	...	...	1·35	22
0·02	..	0·04	...	0·04	0·02	0.05	...	0·04	...	...	0·56	...	...	...	...	0 55	23
...	...	...	...	0·02	...	...	...	0·08	...	...	...	...	...	...	...	...	24
0·15	...	0·23	...	0·10	0·14	0·33	...	0·45	0·45	...	0·78	...	...	...	...	0·48	25
0·03	...	0·16	...	0·06	0·12	0·03	...	0·11	0·15	...	0·11	...	...	...	...	0·16	26
0·22	0·90	0·48	2·46	0·28	0·32	0·46	0·38	0·75	0·75	...	1·90	0·43	2·10	1·01	0·60	2·54	27
27,576	...	...	...	10,519	} 9,000	{ ...	...	...	...	...	...	...	...	...	...	...	28
32,924	...	...	...	21,961		...	...	...	...	...	...	...	...	...	...	...	29
63,389	...	...	...	21,737	...	...	...	...	...	...	...	...	...	...	...	...	30
61,671	...	...	...	42,769	89,848	...	...	...	...	...	...	...	...	...	...	...	31
30,142	...	...	...	6,729	2,910	...	...	...	...	...	...	...	...	...	...	...	32
52,373	16,959	19,769	...	22,944	19,352	...	...	...	...	...	...	...	...	...	...	...	33
143	46	54	...	63	53	...	...	...	...	...	...	...	...	...	...	...	34
31	9	14	...	12	16	...	...	...	...	...	...	...	...	...	...	...	35
1	15	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	36
...	6,38	1,18	1,40	...	31	...	...	70	...	...	...	...	...	...	...	...	37
...	3,290	2,686	6,783	...	1,240	...	...	2,099	...	...	...	...	...	...	...	...	38

GOODS STOCK.

170	173	24	20	4	2	58	...	20	30	...	49	80	14	4	42	...	39
145	393	24	47	8	14	3	...	21	18	...	191	*155	13	4	29	...	40
23	4	...	...	...	...	2	...	...	2	...	6	1	...	...	...	...	41
*5	22	...	*3	...	...	8	...	...	...	326	8	1	...	...	5	...	42
*243	592	48	*70	12	16	71	...	41	50	326	254	237	32	8	76	...	43
118	...	...	...	...	...	...	50	...	...	...	21	44	...	...	...	...	44
77	...	...	...	4	...	...	100	*6	2	...	—23	12	10	...	—5	24	45
14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	46
3	—1	...	...	...	...	...	...	...	...	10	1	...	...	...	9	...	47
212	—1	...	...	4	...	...	150	6	2	10	—1	6	10	...	4	24	48
288	173	24	20	4	2	58	50	20	30	...	70	124	14	4	42	...	49
222	393	24	47	12	14	3	100	27	20	...	168	167	28	4	24	24	50
37	4	...	...	...	...	2	...	...	2	...	6	1	...	...	...	...	51
8	21	...	3	...	...	8	...	...	...	336	9	1	...	...	14	...	52
555	591	48	70	16	16	71	150	47	52	336	253	293	42	8	80	24	53
1·46	3·09	1·09	3·38	0·19	0·65	1·80	1·61	1·41	2·59	54·37	4·96	1·59	1·13	0·40	2·52	1·90	54
15,041	5,251	2,371	...	8,514	8,195	...	...	...	...	...	...	...	...	...	...	...	55
41	14	6	...	23	23	...	...	...	...	...	...	...	...	...	...	...	56
7·15	...	6·45	3·00	5·00	6·98	3·16	...	2·75	...	...	...	...	2·65	2·75	2·75	...	57
6·32	...	5·97	3·25	5·06	4·06	...	...	2·15	...	...	...	...	2·30	2·50	2·50	...	58
15·74	...	9·30	4·75	9·00	9·04	4·81	...	5·00	4·00	...	...	...	5·65	5·00	5 00	...	59
13·86	...	10·00	7·00	11·00	7·38	...	...	5·00	4·50	...	...	...	4·80	5·00	5·00	...	60
							...										
2·93	...	3·87	...	2·33	1·91	...	...	...	...	...	...	...	...	...	...	...	61
							...										
43	10	7	...	18	15	...	...	...	...	...	...	...	...	...	...	...	62
9	32	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	63
...	8,49	1,55	1,22	96	42	...	...	71	...	...	3,82	...	3,90	1,03	...	...	64
...	4,442	3,532	5,869	2,961	1,680	...	...	2,132	...	...	7,497	...	10,478	5,224	...	...	65
32,88	28,58	4,78	3.54	1,65	1,49	1,42	Information not furnished.	2,29	1,60	...	6,91	5,58	6,53	1,68	2,18	2,51	66
8,678	14,962	10,686	17,118	5,090	5,960	3,606		6,871	7,981	...	13,555	3,041	17,548	8,505	68,60	19,933	67

* Revised figures.

APPENDIX 24.

Rolling-stock fitted with automatic brakes at the close of the calendar year 1901.

Number.		Gauge.	Railway system. (*Vide* Appendix 38.)	Locomotives.						Coaching vehicles, *including passenger brake-vans.*				Goods vehicles, *including goods brake-vans but excluding cranes.*			
				Passenger.			Goods and mixed.										
Major head.	Sub-head.			Fitted.	Not fitted.	Proportion per cent. of fitted to total.	Fitted.	Not fitted.	Proportion per cent. of fitted to total.	Braked.	Piped.	Not fitted.	Proportion per cent. of fitted to total.	Braked.	Piped.	Not fitted.	Proportion per cent. of fitted to total.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)
1	(*a*)	5′ 6″	Bengal-Nagpur	74	...	100·00	115	115	50·00	735	...	5	99·37	1,956	950	5,792	33·41
2	(*a*) to (*g*)		Bombay, Baroda and Central India.	87	...	100·00	119	29	80·41	536	4	...	100·00	27	49	5,220	1·44
3	(*a*)		Eastern Bengal State	71	7	91·03	80	48	62·50	605	75	35	95·10	...	12	4,639	0·26
4	...		East Indian	177	5	97·25	332	429	43·63	1,672	77	203	89·60	1,689	88	18,934	8·58
5	(*a*) to (*f*)		Great Indian Peninsula	205	...	100·00	252	232	52·07	1,337	...	62	95·57	345	125	8,788	5·08
			Indian Midland	51	...	100·00	93	55	62·84	442	...	...	100·00	10	44	3,585	1·50
6	(*a*) to (*d*)		Madras	64	...	100·00	129	105	55·13	986	4	22	97·83	689	399	4,296	20·21
7	(*a*) & (*b*)		Nizam's Guaranteed State	10	2	83·33	...	49	...	84	3	59	59·59	...	...	1,126	...
8	(*a*) to (*g*)		North Western State	246	18	93·18	579	22	96·34	2,414	75	234	91·41	3,471	117	10,266	25·90
9	(*a*) & (*b*)		Oudh and Rohilkhand State	94	...	100·00	87	27	76·32	722	50	28	95·50	38	23	5,566	1·08
10	...		Assam-Bengal	...	...	...	78	9	89·66	254	5	...	100·00	480	119	1,647	26·01
11	...		Bengal and North-Western	49	...	100·00	63	177	26·25	547	46	605	49·50	...	5	6,368	0·08
12	...		Bengal Dooars	...	...	...	...	10	...	...	4	59	6·35	...	...	345	...
13	...		Bhavnagar-Gondal-Junagad-Porbandar.	...	...	...	...	37	...	...	...	246	...	...	...	1,064	...
14	...		Burma	36	...	100·00	123	107	53·48	558	44	433	58·16	960	16	4,917	16·56
15	...		Deoghur	...	...	...	...	2	...	...	...	12	...	...	...	10	...
16	...		Dibru-Sadiya	...	...	...	...	26	...	...	...	72	...	...	...	1,113	...
3	(*b*) & (*c*)	3′ 3½″	Eastern Bengal State	68	...	100·00	59	29	67·05	476	45	154	77·19	...	16	3,879	0·41
7	(*c*)		Hyderabad-Godavari Valley	...	...	...	...	55	...	3	...	121	2·42	...	...	1,015	...
17	...		Jodhpur-Bikaner	...	...	...	...	54	...	...	4	213	1·84	...	...	1,059	...
18	...		Morvi	...	3	...	...	2	...	...	2	51	3·77	...	...	72	...
6	(*e*) & (*f*)		Nilgiri and Shoranur-Cochin	...	...	...	6	12	33·33	12	1	34	27·66	22	.	159	12·15
2	(*h*) to (*n*)		Rajputana-Malwa	87	64	57·62	27	286	8·63	409	462	805	51·97	417	539	7,036	11·96
19	(*a*) & (*b*)		Rohilkund and Kumaon	...	...	...	24	30	44·44	51	41	135	40·53	...	...	1,440	...
20	...		South Indian	39	44	46·99	54	111	32·73	307	2	787	28·19	15	65	3,936	1·99
21	...		Southern Mahratta	*36	2	94·74	†25	181	12·14	‡120	§3	888	12·17	...	...	5,391	...
22	...		Udaipur-Chitor	...	1	...	...	2	...	...	...	26	...	...	...	35	...
23	...	2′ 6″	Baraset-Basirhat Light	...	...	...	...	4	...	...	...	23	...	...	...	25	...
24	...		Barsi Light	...	...	...	3	4	42·86	34	...	7	82·93	...	...	133	...
25	...		Bukhtiarpore-Behar Light	...	...	...	...	4	...	...	...	20	...	...	...	42	...
3	(*b*) & (*d*)		Cooch Behar including 2′ 6″ gauge branches of Eastern Bengal State Railway.	...	...	...	...	15	...	...	...	56	...	...	...	300	...
26	...		Cutch	...	...	...	...	3	...	...	...	3	...	...	...	28	...
2	(*o*) & (*p*)		Gaekwar's Dabhoi and Rajpipla.	...	...	...	...	11	...	...	...	41	...	...	...	246	...
1	(*b*) to (*f*)		Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	18	...	100·00	16	12	57·14	65	...	36	64·36	455	...	132	77·51
8	(*h*) to (*j*)		Kalka-Simla, Khushalgarh-Kohat-Thal and Nowshera-Durgai.	...	...	...	24	30	44·44	86	...	86	50·00	144	11	436	26·23
6	(*g*) & (*h*)		Morappur-Dharmapuri and Tirupattur-Krishnagiri.	...	...	...	...	6	...	...	...	21	...	...	...	48	...
18	...		Morvi	...	4	...	...	1	...	...	...	51	...	...	...	70	...
19	(*c*)	2′ 0″	Powayan Light	...	...	...	...	5	...	...	...	18	...	...	...	71	...
29	...		Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	8	...	...	...	31	...	...	...	150	...
30	...		Tarakeshwar-Magra Light	...	...	...	...	5	...	...	...	25	...	...	...	47	...
31	...		Tezpore-Balipara Light	...	...	...	...	3	...	...	...	15	...	...	...	52	...
8	(*k*)		Dandot Light	...	...	...	...	7	...	...	...	...	...	...	...	336	...
33	...		Darjeeling-Himalayan	...	...	...	...	17	...	...	...	97	...	...	...	253	...
5	(*g*) & (*h*)		Gwalior Light and Matheran	...	...	...	2	21	8·70	...	...	111	...	...	...	317	...
34	...		Howrah-Amta Light	...	...	...	...	12	...	...	...	78	...	...	...	42	...
35	...		Howrah-Sheakhala Light	...	...	...	...	4	...	...	...	20	...	...	...	8	...
36	...		Jorhat	...	...	...	...	9	...	...	...	19	...	...	...	79	...
			Total	1,412	150	90·40	2,290	2,422	48·61	12,505	947	6,047	68·99	10,698	2,578	110,463	10·73

* Includes 4 engines fitted with the Westinghouse brake.
† Includes 3 engines fitted with the Westinghouse brake.
‡ Includes 47 coaching vehicles fitted with the Westinghouse brake.
§ Piped for the Westinghouse brake.

APPENDIX 25.

Rolling-stock lighted by gas and electricity at the close of the calendar year 1907.

Number. Main head. (1)	Number. Sub-head. (2)	Gauge. (3)	Railway system. (*Vide* Appendix 38.) (4)	Number of vehicles fitted for lighting with: Gas. (5)	Electricity. (6)	Total. (7)	Number of vehicles not fitted. (8)	Proportion per cent. of fitted to total. (9)	Remarks. (10)
1	(*a*)	5′ 6″	Bengal-Nagpur	809	18	827	104	88·83	
2	(*a*) to (*g*)		Bombay, Baroda and Central India	415	21	436	7	98·42	
3	(*a*)		Eastern Bengal State	541	3	544	162	77·05	
4	...		East Indian	1,547	10	1,557	187	89·28	
5	(*a*) to (*f*)		Great Indian Peninsula	998	88	1,086	63	94·52	
			Indian Midland	395	2	397	...	100·00	
6	(*a*) to (*d*)		Madras	1,106	...	1,106	145	88·41	
7	(*a*) & (*b*)		Nizam's Guaranteed State	121	...	121	60	66·85	
8	(*a*) to (*g*)		North Western State	2,054	16	2,070	390	84·15	
9	(*a*) & (*b*)		Oudh and Rohilkhand State	724	9	733	128	85·13	
10	...		Assam-Bengal	253	...	253	...	100·00	
11	...		Bengal and North-Western	...	329	329	369	27·46	
12	...		Bengal Docars	...	...	...	63	...	
13	...		Bhavnagar-Gondal-Junagad-Porbandar	...	48	48	198	19·51	
14	...		Burma	...	31	31	1,004	3·00	
15	...		Deoghur	...	...	...	12	...	
16	...		Dibru-Sadiya	...	...	...	72	...	
3	(*b*) & (*c*)	3′ 3¾″	Eastern Bengal State	537	3	540	130	80·60	
7	(*c*)		Hyderabad-Godavari Valley	114	...	114	60	65·52	
17	...		Jodhpur-Bikaner	...	164	164	53	75·57	
18	...		Morvi	...	...	...	53	...	
6	(*e*) & (*f*)		Nilgiri and Shoranur-Cochin	...	...	...	47	...	
2	(*h*) to (*n*)		Rajputana-Malwa	...	1,093	1,093	583	65·21	
19	(*a*) & (*b*)		Rohilkund and Kumaon	...	82	82	145	36·12	
20	...		South Indian	...	132	132	929	12·44	
21	...		Southern Mahratta	973	2	975	54	94·75	
22	...		Udaipur-Chitor	...	...	...	26	...	
23	...	2′ 6″	Baraset-Basirhat Light	...	...	...	23	...	
24	...		Barsi Light	6	35	41	...	100·00	
25	...		Bukhtiarpore-Behar Light	...	...	...	20	...	
3	(*b*) & (*d*)		Cooch Behar including 2′ 6″ gauge branches of Eastern Bengal State Railway.	...	...	...	56	...	
26	...		Cutch	...	...	...	3	...	
2	(*o*) & (*p*)		Gaekwar's Dabhoi and Rajpipla	...	...	...	41	...	
1	(*b*) to (*f*)		Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	63	...	63	36	63·64	
8	(*h*) to (*j*)		Kalka-Simla, Khushalgarh-Kohat-Thal and Nowshera-Durgai.	...	86	86	86	50·00	
6	(*g*) & (*h*)		Morappur-Dharmapuri and Tirupattur-Krishnagiri.	21	...	21	...	100·00	
18	...		Morvi	...	...	...	51	...	
19	(*c*)		Powayan Light	...	...	...	18	...	
29	...		Shahdara (Delhi)-Saharanpur Light	...	...	...	31	...	
30	...		Tarakeshwar-Magra Light	...	...	...	25	...	
31	...		Tezpore-Balipara Light	...	...	...	15	...	
8	(*k*)	2′ 0″	Dandot Light	...	...	...	...	...	
33	...		Darjeeling-Himalayan	...	...	...	97	...	
5	(*g*) & (*h*)		Gwalior Light and Matheran	...	...	...	111	...	
34	...		Howrah-Amta Light	...	...	...	78	...	
35	...		Howrah-Sheakhala Light	...	...	...	20	...	
36	...		Jorhat	...	...	...	19	...	
			Total	10,677	2,172	12,849	6,274	67·19	

APPENDIX 25-A.

Statement showing the number of trains *provided with means of communication throughout between passengers and guards and drivers on the 31st December 1907.*

Number. Main head. (1)	Sub-head. (2)	Gauge. (3)	Railway system (*vide* Appendix 38). (4)	Particulars. (5)	Mail. (6)	Passenger. (7)	Mixed. (8)	Total. (9)	Remarks. (10)
3	(*a*)	5′ 6″	Eastern Bengal State	Total number of trains run	10	104	34	148	"Pull Handle," "Whistle" and "Disc" alarm communications.
				Total number of trains fitted with communication ...	8	82	16	106	
5	(*a*) to (*f*)		Great Indian Peninsula	Total number of trains run	12	132	88	232	Chain Passenger communication, English pattern.
				Total number of trains fitted with communication...	2	4	...	6	
3	(*b*) & (*c*)	3′ 3¾″	Eastern Bengal State	Total number of trains run	6	34	22	62	Heatly and Gresham Company's "Air valve with small handle and plate" alarm communication.
				Total number of trains fitted with communication...	4	13	...	17	
2	(*h*) to (*n*)		Rajputana-Malwa ...	Total number of trains run	8	20	59	87	Electric and vacuum inter-communications.
				Total number of trains fitted with communication...	6	5	...	11	
20	(*a*) to (*f*)		South Indian ...	Total number of trains run	8	49	157	214	Seven fitted with Winter's improved system and one with vacuum and electric combined.
				Total number of trains fitted with communication...	8	...	...	8	

APPENDIX 25-B.

Statement showing the number of carriages *provided with means of communication between passengers and guards and drivers on the 31st December 1907.*

Number. Main head. (1)	Sub-head. (2)	Gauge. (3)	Railway system (*vide* Appendix 38). (4)	Particulars. (5)	1st. (6)	2nd. (7)	Inter. (8)	3rd. (9)	All other carriages including composites. (10)	Total. (11)	Remarks. (12)
1	(a)	5′ 6″	Bengal-Nagpur	Total number of carriages ...	48	28	26	409	279	790	Company's vacuum brake communication.
				Total number of carriages fitted with communication.	5	5	5	34	21	70	
2	(a) to (g)		Bombay, Baroda and Central India.	Total number of carriages ...	23	33	17	308	159	540	English chain system in connection with automatic vacuum brake.
				Total number of carriages fitted with communication.	21	10	...	2	19	52	
3	(a)		Eastern Bengal State.	Total number of carriages ...	37	15	50	254	359	715	Pull handle alarm communication. 75 carriages have been fitted with "Whistle" and 4 with "Disc" alarm communications.
				Total number of carriages fitted with communication.	6	5	19	78	95	203	
4	(a) to (d)		East Indian ...	Total number of carriages ...	139	77	88	1,003	645	1,952	Bamber's patent alarm apparatus.
				Total number of carriages fitted with communication.	26	39	...	...	103	168	
5	(a) to (f)		Great Indian Peninsula.	Total number of carriages ...	127	145	...	901	668	1,841	Chain Passenger communication, English pattern.
				Total number of carriages fitted with communication.	21	...	...	27	53	101	
6	(a) to (d)		Madras ...	Total number of carriages ...	65	79	4	590	274	1,012	Automatic vacuum brake communication.
				Total number of carriages fitted with communication.	1	...	...	...	...	1	
8	(a) to (g)		North Western State.	Total number of carriages ...	160	91	140	1,089	1,243	2,723	Vacuum brake communication, "King's" device.
				Total number of carriages fitted with communication.	64	...	5	15	136	220	
9	(a) & (b)		Oudh and Rohilkhand State.	Total number of carriages ...	70	33	39	323	335	800	Vacuum brake system.
				Total number of carriages fitted with communication.	12	20	...	26	72	130	
10	(a)		Assam-Bengal ...	Total number of carriages ...	18	...	...	87	154	259	Gresham's patent communication.
				Total number of carriages fitted with communication.	...	...	...	2	14	23	
14	(a) & (b)		Burma ...	Total number of carriages ...	70	39	...	523	403	1,035	Cord communication. Five carriages have been fitted with vacuum communication.
				Total number of carriages fitted with communication.	19	24	...	2	68	113	
3	(b) & (c)		Eastern Bengal State.	Total number of carriages ...	41	20	47	319	248	675	Heatly and Gresham Company's "Air valve with small handle and plate" alarm communication.
				Total number of carriages fitted with communication.	11	13	14	62	43	143	
17	(a) to (c)	3′ 3¾″	Jodhpur-Bikaner	Total number of carriages ...	21	6	17	96	77	217	Electric communication.
				Total number of carriages fitted with communication.	21	6	17	96	77	217	
2	(h) to (n)		Rajputana-Malwa	Total number of carriages ...	121	64	48	859	589	1,676	Electric and vacuum inter-communications.
				Total number of carriages fitted with communication.	99	40	43	499	330	1,011	
19	(a) & (b)		Rohilkund and Kumaon.	Total number of carriages ...	17	6	3	112	89	227	Company's vacuum brake system of communication.
				Total number of carriages fitted with communication.	6	3	...	37	16	62	
20	(a) to (f)		South Indian ...	Total number of carriages ...	31	29	...	712	324	1,096	Electric inter-communication. 34 carriages have been fitted with vacuum inter-communication and 11 with vacuum and electric combined.
				Total number of carriages fitted with communication.	18	1	...	156	99	274	
21	...		Southern Mahratta.	Total number of carriages ...	62	37	...	522	390	1,011	Vacuum brake system of communication, Gresham's patent.
				Total number of carriages fitted with communication.	...	...	...	1	...	1	

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APPENDIX 26.

Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1907.

Number.		Gauge.	Railway system. (*Vide* Appendix 38.)	Total number of stations on railway.	Stations at which points and signals were interlocked.		Stations at which block instruments were used for train signalling.	
Main head.	Sub-head.				No.	Name of system of interlocking.	No.	Name of block instrument.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	(*a*)		Bengal-Nagpur	252	107	84 List and Morse's 23 Experimental	14	2 Webb and Thomson's. 12 Theobald's Train Key.
2	(*a*) to (*g*)		Bombay, Baroda and Central India	150	33	25 Mackenzie and Holland's. 8 Experimental	86	60 Preece's single wire semaphore. Does not give out a token or tablet. 26 Experimental.
3	(*a*)		Eastern Bengal State	134	36	25 Ordinary double line interlocking. 11 Experimental	23	Pryce and Ferreira's. Token not necessary.
4	...		East Indian	427	256	113 English system 142 Dutton's 1 Experimental.	271	76 Pryce and Ferreira's. Token not necessary. 77 Neale's Patent Voucher. 37 Tyer's Tablet. 71 East Indian Railway double line block instrument. 10 East Indian Railway tablet.
5	(*a*) & (*b*)	5′ 6″	Great Indian Peninsula	272	98	72 English system 18 List and Morse's 3 Experimental.	209 288	Preece's. Does not give out a token or tablet. At some of these stations two kinds of instruments are used. 84 Neale's. 4 Tyer's—3 position. 42 Preece's. Does not give out a token or tablet.
5	(*c*) to (*f*)		Indian Midland	152	17	11 Wrench's 5 English system 1 Experimental.	62	21 Neale's. At one of these stations two kinds of instruments are used.
6	(*a*) to (*d*)		Madras	320	67	37 List and Morse's 30 Experimental	228 184	26 Winter's Block with starting semaphores. Does not give out a token or tablet. 18 Winter's Block without starting semaphores. Does not give out a token or tablet. Theobald's Train Key.
7	(*a*) & (*b*)		Nizam's Guaranteed State	45	2	1 Connell's 1 Experimental.	...	.....
8	(*a*) to (*g*)		North Western State	641	364	272 List and Morse's 69 Tappet 20 Key locking 3 Experimental.	37	11 Tyer's Tablet. 26 Tyer's double line block instruments.
9	...		Oudh and Rohilkhand State	196	117	104 List and Morse's 13 Experimental.	2	Experimental.
10	...		Assam-Bengal	128	...	.....	2	Neale's.
11	...		Bengal and North-Western	320	...	.....	2	Tyer's Tablet.
12	...		Bengal Doors	29	...	.....	...	.....
13	...		Bhavnagar-Gondal-Junagad-Porbandar	64	1	Experimental.	2	Experimental.
14	...		Burma	263	28	12 List and Morse's 16 Experimental	33	10 Sykes'. 2 Tyer's Tablet. 15 Neale's. 6 Theobald's Train Key.
15	...		Deoghur	1	...	.....	...	.....
16	...		Dibru-Sadiya	18	...	.....	...	.....
3	(*b*) & (*c*)		Eastern Bengal State	144	20	19 List and Morse's 1 Experimental	21	Tyer's Tablet.
7	(*c*)		Hyderabad-Godavari Valley	52	43	42 List and Morse's 1 Experimental	...	.....
17	...		Jodhpur-Bikaner	87	...	.....	...	.....
18	...		Morvi	10	...	.....	...	.....
6	(*e*) & (*f*)	3′ 3⅜″	Nilgiri and Shoranur-Cochin	32	2	Experimental ...	12	6 Winter's Block with starting semaphores. Does not give out a token or tablet. 6 Theobald's Train Key.
2	(*h*) to (*n*)		Rajputana-Malwa	296	105	88 Sydney Jones' 17 Experimental.	65	62 Tyer's Tablet. 3 Experimental.
19	(*a*) & (*b*)		Rohilkund and Kumaon	62	...	.....	...	.....
20	...		South Indian	257	35	25 List and Morse's 7 Dutton's 3 Experimental	25	23 Winter's Block and Ticket issuing. 2 Experimental.
21	...		Southern Mahratta	245	1	Experimental	106	93 Winter's. Does not give out a token or tablet. 10 Roberts' Key Staff. 3 Theobald's Train Key.
22	...		Udaipur-Chitor	11	...	.....	...	.....
23	...		Baraset-Basirhat Light	11	...	.....	...	.....
24	...		Barsi Light	14	...	.....	...	.....
25	...		Bukhtiarpore-Behar Light	7	...	.....	...	.....
3	(*d*)		Cooch Behar	7	...	.....	...	.....
26	...		Cutch	2	...	.....	...	.....
2	(*o*) & (*p*)		Gaekwar's Dabhoi and Rajpipla	33	2	Country made	...	.....
1	(*b*) to (*f*)		Jubbulpore-Gondia, Mourbhanj, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	61	...	.....	...	.....
8	(*i*) & (*j*)	2′ 6″	Khushalgarh-Kohat-Thal and Nowshera-Durgai.	21	...	.....	...	.....
8	(*h*)		Kalka-Simla	20	...	.....	...	.....
6	(*g*) & (*h*)		Morappur-Dharmapuri and Tirupattur-Krishnagiri.	8	...	.....	...	.....
18	...		Morvi	2	...	.....	...	.....
19	(*c*)		Powayan Light	9	...	.....	...	.....
29	...		Shahdara (Delhi)-Sharanpur Light	12	...	.....	...	.....
30	...		Tarakeshwar-Magra Light	16	...	.....	...	.....
31	...		Tezpore-Balipara Light	8	...	.....	...	.....
33	...		Darjeeling-Himalayan	11	...	.....	...	.....
5	(*g*)		Gwalior Light	23	...	.....	...	.....
34	...	2′ 0″	Howrah-Amta Light	20	...	.....	...	.....
35	...		Howrah-Sheakhala Light	12	...	.....	...	.....
36	...		Jorhat	8	...	.....	...	.....
5	(*h*)		Matheran Light	3	...	.....	...	.....
			Total	4,916	1,329	.....	1,279	.....

APPENDIX 27.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1903 to 1907.

Ry. system, vide App. 33.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	SOURCES OF SUPPLY. Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Wood. Quantity in tons.	Cost per ton. Including freight.	Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.	Remarks.
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
						Rs.	Rs.		Rs.	Rs.		Rs.	Rs.					
B. G.	1903	Bengal	162	...	...	...	...	10,623	6·00	3·00	...	...	...	51·10	41·10	1,278·70	256·13	
	1904		162	...	...	...	...	9,789	5·67	3·00	...	...	...	51·24	40·35	1,113·51	186·82	
	1905			Amalga	mated w	ith the	Eas	tern B	engal	State	railway.							
B. N.	1903	Bengal and Umaria.	283	...	...	...	...	134,066	3·71	2·43	206	4·20	...	65·95	57·38	775·46	199·42	
	1904		228	...	...	...	...	148,725	5·52	2·58	219	...	...	67·95	58·65	754·68	200·80	
	1905		219	...	...	...	...	177,960	5·16	2·24	237	...	...	71·81	61·15	648·19	198·34	
	1906		227	...	...	...	...	199,707	5·40	2·43	163	...	...	79·55	61·09	624·02	192·53	
	1907		224	...	...	...	...	229,332	6·67	3·87	45	...	...	81·29	65·65	631·70	204·69	
B. B.& C.I.	1903	England, Bengal and Singareni.	121	...	10,384	19·38	...	68,172	14·56	...	2,226	3·00	...	57·58	48·16	514·46	148·09	
	1904		129	...	13,545	19·62	...	67,666	12·92	...	2,344	3·00	...	59·27	49·22	536·53	152·36	
	1905		148	...	12,621	16·87	...	75,769	12·53	...	2,494	3·06	...	57·81	48·43	514·00	149·83	
	1906		145	105	28,692	19·37	...	64,635	12·95	...	2,491	3·27	...	57·18	47·42	478·62	142·15	
	1907		113	100	34,899	21·02	...	73,436	13·99	...	2,664	4·79	...	57·43	47·54	447·59	138 81	
E.B S.	1903	Bengal	156	...	...	...	...	69,266	5·65	2·81	...	...	...	72·02	50·20	919·95	212·73	‡ Of Bengal coal only.
	1904		182	...	...	...	...	69,974	5·02	2·39	...	...	...	72·78	49 11	863·33	206·85	
	1905		180	...	...	...	...	90,396	4·82	2·48	...	...	...	78·88	53·59	975·41	232·28	¶ Bengal coal *vid* Kiamari Rs. 12·00 and *vid* Ghaziabad Rs. 14·88.
	1906		188	...	...	...	...	119,032	5·81	2·81	...	...	...	80·20	54·74	998·93	249 45	
	1907		196	...	...	...	...	142,012	6·12	3 44	...	...	...	84·57	58·90	1,097·67	238·91	
E.I.	1903	Bengal and Umaria.	256	...	...	...	...	476,581	4·19	2·06	...	...	...	65·75	51·97	457·12	151·16	* *Bengal coal from Rs. 2·06 to Rs. 3·50 and Khost and Dandot coal between Rs. 7 and Rs. 13.
	1904		244	...	...	...	...	468,271	4·05	1·97	...	...	...	66·47	51·66	466·33	137·59	
	1905		245	...	...	...	...	505,916	4·01	1·92	...	...	...	69·75	52·07	431·67	145·77	
	1906		257	...	...	...	...	532,758	4·04	1 85	...	...	...	68 79	51·77	426·30	141·43	
	1907		247	...	...	...	...	600,045	4·64	2·53	...	...	...	69·89	51·80	453·95	145 93	
G. I.P.	1903	England, Bengal, Singareni, Umaria, Nerbudda and Warora.	327	...	...	...	...	456,794	8·47	6·07	4,439	...	3·91	68·43	59 65	798·03	206·32	†† There was no importation of foreign coal during these years.
	1904		304	...	202	...	18·54	463,917	8·39	6·45	5,117	...	3·58	68·91	60·50	776·00	205·09	
	1905		304	...	329	...	16·64	453,414	9·25	7·37	4,896	...	3·51	67·13	59·09	755·75	200·52	‡‡ Bengal coal *vid* Kiamari Rs. 11·03 and *vid* Ghaziabad Rs. 14·82.
	1906		304	...	635	...	17·91	477,265	9·59	6·75	4,486	...	4 00	68·43	59·73	754·29	195·91	
	1907		389	...	4,894	...	20·43	596,375	9·74	7·70	5,351	4·33	4·33	71·82	62·70	770·81	203·58	
M.	1903	England, Bengal and Singareni.	333	27	...	...	...	112,647	10·29	5·12	96,577	4·27	4·42	73·02	60·89	1,069·81	240·40	§§ Bengal coal from Rs. 1·94 to Rs. 3·25, Chita Daud coal Rs. 11·23 and Khost and Dandot coal between Rs. 6·98 and Rs. 13.
	1904		191	38	4	31·32	28·49	130,755	10·82	8·95	59,148	4·81	4·01	70 78	58·69	946·28	224·48	
	1905		352	24	...	...	...	156,312	10 23	5·15	42,059	4·48	3·98	74·96	63·35	874·82	221·69	
	1906		330	36	...	...	...	157,081	10·52	5·70	24,115	4·84	4·09	74 98	63 7·	895·19	228·97	
	1907		245	46	...	...	...	165,282	13·38	11·52	16,074	5·17	4·21	71·51	60·84	934 55	227·11	
N G S.	1903	Singareni	132	...	...	...	...	26,967	6·27	4·50	250	5·88	3·25	61·02	51·91	547·72	160·95	(a) Bengal coal *vid* Kiamari Rs. 11·93 and *vid* Ghaziabad Rs. 13·24.
	1904		132	...	...	...	...	26,276	6 27	4·50	203	5·83	4·14	61·08	50·87	523·22	158·74	
	1905		84	...	...	...	...	24,900	5·81	4·68	...	...	...	57·30	48·19	516 05	154·58	(b) Bengal coal from Rs. 1·94 to Rs. 3·37 and Khost and Dandot coal between Rs. 8·04 and Rs. 12·27.
	1906		86	...	...	...	...	26,919	5·59	4·69	...	...	...	56·34	47·98	504·29	153·51	
	1907		89	...	...	...	...	29,345	5·58	4·65	...	...	...	57·38	49 20	5·0 25	156·90	
N. W.	1903	England, Bengal, Dandot, Bhagan-wala and Khost.	†338	...	3,736	...	19·00	258,111	¶	**	216,097	5·31	...	52·72	46·47	557·78	155·74	
	1904		†338	...	††650	††	††	370,454	‡‡	§§	163,151	5·35	...	57·16	50·12	481·27	156·96	(c) Bengal coal *vid* Kiamari Rs. 11·76 and *vid* Ghaziabad Rs. 15·85. (d) Bengal coal from Rs. 2·25 to Rs. 4·25 and Khost and Dandot coal between Rs. 8 and Rs. 12. (e) Bengal coal *vid* Ghaziabad Rs. 11·64 and *vid* Karachi Rs. 18·65. (f) Bengal coal between Rs. 3·50 and Rs. 5·50 and Dandot and Khost between Rs. 13·64 and Rs. 9·00.
	1905		†338	...	††2,273	††	††	431,220	(a)	(b)	76,336	...	...	59·82	52·16	541 06	172·02	
	1906		†338	...	2,872	††	††	476,377	(c)	(d)	77,122	5·83	5·63	62·32	53·67	551·86	178·64	
	1907		†338	...	6,327	††	††	591,586	(e)	(f)	19,907	5·77	5·77	68·23	57·57	567·88	182·69	
O & R.	1903	Bengal	595	...	...	...	...	108,040	7·76	2·15	...	...	...	54·81	46·99	849·59	177·85	
	1904		603	...	...	...	...	119,278	7·46	2·13	...	...	...	55·39	47 68	791·59	179 43	
	1905		603	...	...	...	...	131,445	7·83	3·13	...	...	...	59·17	50·26	919·40	192 35	
	1906		603	...	...	...	...	142,729	8·26	2·47	...	...	...	61·69	52·24	929·53	204 73	
	1907		603	...	...	...	...	164,206	7·06	3·78	...	...	...	69 89	58·19	975 92	228·86	
A. B.	1903	Bengal and Assam.	120	...	...	...	...	15,682	7·92	...	1,918	1·45	...	43·06	36·78	903·35	245·24	
	1904		120	...	...	...	...	22,837	7·64	...	...	...	...	43·89	36·02	918·92	235·17	
	1905		156	...	...	...	...	31,778	7·43	...	...	...	...	47·94	38·93	1,063·16	265·00	
	1906		249	...	...	...	...	37,135	7 41	...	...	...	...	52·12	39·81	883·03	251·10	
	1907		248	...	...	...	...	43,273	8·42	...	...	...	...	54·72	41·37	894·98	253·48	

APPENDIX 27—*continued.*

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1903 to 1907—contd.

Number.	Ry. system, *vide* App. 33.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	SOURCES OF SUPPLY. Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	SOURCES OF SUPPLY. Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Foreign coal. Cost per ton. Including freight.	Foreign coal. Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Indian coal. Cost per ton. Including freight.	Indian coal. Cost per ton. Excluding freight.	Wood. Quantity in tons.	Wood. Cost per ton. Including freight.	Wood. Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.					
11	B. & N. W.	1903	Bengal	250	25	...	...	...	87,652	5·61	2·73	4,733	4·28	4·28	49·95	41·73	825·63	225·02	
		1904		248	18	...	...	...	97,633	5·51	2·41	1,147	...	4·65	52·62	43·32	830·78	228·20	
		1905		280	18	...	...	...	97,426	5·55	2·43	303	...	4·65	47·86	39·26	850·35	222·27	
		1906		289	71	...	...	...	111,475	6·07	2·83	1,439	...	4·16	50·32	41·26	813·58	223 84	
		1907		307	33	...	...	...	125,807	6·89	3·73	6,786	...	4·33	52·33	42·60	796·90	223·39	
12	B. D.	1903	Bengal	•	...	...	...	...	3,023	11·22	...	...	...	...	31·33	29·83	...	...	*Prices are given at the place of delivery which is the place of storage.
		1904				...	...	...	3,474	10·60	...	...	...	...	30·14	28·05	...	...	
		1905				...	...	...	3,652	10·67	...	...	...	...	30·52	28·78	...	...	
		1906				...	...	...	3,876	...	...	...	...	...	35·56	32·95	...	...	
		1907				...	...	...	3,852	...		...	...	...	35·08	32·56	...	...	
13	B. G. J. P.	1903	Eng-land, Bengal and Palana.	54	...	813	23·24	...	6,027	15·44	...	90	7·73	...	30·26	27·32	800·61	170·38	
		1904		53	...	2	23·23	...	7,581	14·13	...	86	7·50	...	31·20	28·37	774·69	173·11	
		1905		52	...	5	23·23	...	8,010	14·07	...	83	7·50	...	32·05	29·03	816·07	176·85	
		1906		52	...	...	...	...	9,050	13·54	...	91	8·03	...	33·45	30·25	840·55	186·52	
		1907		66	...	...	...	...	10,055	15·28	...	108	9·00	...	30·30	27·67	815·63	178·48	
14	B.	1903	Eng-land, Bengal and Burma.	109	...	968	21·36	...	72,740	10·63	...	66,406	3·81	...	51·98	42·70	1,087·55	258·16	
		1904		128	...	599	21·22	...	78,884	10·47	...	52,977	4·54	...	49·98	41·42	981·89	240·27	
		1905		150	...	348	21·21	...	95,711	10·33	...	28,903	5·06	...	50·38	41·49	959·94	237·11	
		1906		88	56	88	21·21	...	94,734	10·70	...	22,912	4·74	...	45·51	37·66	836·51	211·50	
		1907		133	58	2,133	21·22	...	96,576	11·32	...	18,564	4·40	...	44·02	36·21	795·92	197·79	
15	D.	1903	Bengal	...	...	...	...	...	393	4·06	...	...	...	...	56·55	36·55	...	...	
		1904		...	...	...	...	...	501	5·50	2·25	...	...	...	71·30	...	...	...	
		1905		...	...	Information not available				...	...	...	...	...	...	...	...	...	
		1906		...	...					...	...	...	...	...	...	...	...	...	
		1907		...	...	...	...	...	330	6·79	4·61	...	...	...	46·38	46·38	...	...	
16	D. S.	1903	Assam	•	...	...	...	...	3,933	8·50	8·50	12	2·56	2·00	43·67	29·46	...	...	
		1904				...	...	...	4,838	8·50	8·50	10	1·71	1·71	51·88	38·39	...	...	
		1905				...	...	...	5,012	8·50	8·50	4	2·22	2·22	49·79	32·06	...	...	
		1906				...	...	...	6,664	8·50	8·50	...	...	...	55·07	36·34	...	...	
		1907				...	...	...	7,454	8·50	8·50	...	...	...	59·80	38·28	...	...	
3 (b) & (c)	E. B. S.	1903	Bengal and Assam	280	...	...	...	...	47,247	6·52	3·78	...	...	...	44·07	35·65	844·38	229·44	
		1904		285	...	...	...	...	49,391	6·09	3·75	...	...	...	45·84	36·77	872·27	231·02	
		1905		281	...	...	...	...	48,662	6·06	4·32	...	...	...	46·88	36·52	805·30	227·73	
		1906		299	...	...	...	...	57,527	6·33	3·58	...	...	...	48·90	38·04	837·53	246·92	
		1907		323	...	...	...	...	60,909	7·48	4·35	...	...	...	46·31	35·76	801·13	219·23	
7 (c)	H. G. V.	1903	Singa-reni.	347	...	...	...	...	14,610	10·00	6·62	265	4·60	...	39·66	35·55	1,031·64	217·01	
		1904		347	...	...	...	...	14,309	9·82	5·56	205	10·52	5·56	40·86	36·85	986·72	205·73	
		1905		291	...	...	...	...	16,686	8·90	4·76	...	...	...	39·50	35·70	825·63	201·96	
		1906		286	...	...	...	...	15,668	7·83	4·81	...	...	...	37·59	33·68	753·84	194·36	
		1907		285	...	...	...	...	15,101	7·80	4·79	...	...	...	35·06	31·36	697·34	179·20	
17	J. B.	1903	Bengal and Palana.	352	...	...	...	...	22,420	11·98	7·36	120	4·38	4 38	52·50	49·61	1,048·95	267·31	
		1904		344	...	...	...	...	27,833	10·84	6·13	152	3·62	3·62	59·31	55·34	1,137·75	297·67	
		1905		651	...	...	...	...	24,629	11·27	5·30	155	3·90	3·90	51·51	48·39	876·54	246·73	
		1906		581	...	...	...	...	28,369	12·39	8·02	163	3 71	3·71	48·96	45·57	806·95	237·58	
		1907		584	...	...	...	...	27,688	13·92	6·91	171	5·18	5·18	46·86	46·03	900·25	244·07	
18	M. R. W.	1903	Bengal.	29	...	...	...	...	1,541	21·20	12·35	30	10·66	10·66	24·27	23·32	...	...	† This distance is by rail; the distance by sea is 637 miles.
		1904		†386	...	...	...	...	1,777	17·51	11·04	53	8·27	8·27	24·26	23·06	...	...	
		1905		445	...	...	...	...	1,796	18·34	16·25	62	4·77	4·77	32·47	31·55	...	...	
		1906		†386	...	...	...	...	1,419	17·25	15·25	23	10·89	10·89	34·05	33·51	...	...	
		1907		†386	...	...	...	...	1,654	17·54	16·54	42	9·26	9 26	30·12	29 27	...	...	
6 (e) & (f)	N. S. C.	1903	Eng-land, Bengal and Singa-reni.	688	18	1,662	29·00	‡29·17	11	13·60	5·13	5,889	4·61	4·25	61·42	54·08	2,409·43	369·83	‡ Includi sea freight from England.
		1904		148	21	2,430	25·85	‡22·54	133	14·34	8·95	5,116	4·48	4·04	61·30	54·18	2,605 63	423·49	
		1905		207	24	2,547	24·38	20·58	284	12·48	5·15	4,502	4·62	4·12	60·50	52·45	2,637·03	424·78	
		1906		204	29	2,580	25·13	21·33	1,463	13·65	5·70	5,961	4·65	4·04	56·13	49·73	...	...	
		1907		191	32	2,435	25·71	21·83	337	17·01	11·52	6,989	4·98	4·31	50 78	45·34	2,969·67	469·09	

APPENDIX 27—*continued.*

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1903 to 1907—contd.

Number.	By system, *vide* App. 38.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the source of supply is for coal only. Wood was supplied from various sources.)	SOURCES OF SUPPLY. Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	SOURCES OF SUPPLY. Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Foreign coal. Cost per ton. Including freight.	Foreign coal. Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Indian coal. Cost per ton. Including freight.	Indian coal. Cost per ton. Excluding freight.	Wood. Quantity in tons.	Wood. Cost per ton. Including freight.	Wood. Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.					
2 (h) to (n)	R. M.	1903	Bengal and Singareni.	725	...	...	...	...	95,725	15·79	6·03	2,615	5·00	5·00	37·60	31·93	474·48	161·48	
		1904		792	...	...	...	...	109,754	14·39	4·20	2,481	5·00	5·00	38·08	32·62	496·38	169·95	
		1905		780	...	...	...	...	134,200	14·15	4·03	2,055	5·00	5·00	40·27	34·74	485·11	171·85	
		1906		802	...	...	...	...	145,037	15·26	4·77	1,126	5·00	5·00	40·33	34·84	537 34	174·25	
		1907		954	...	...	...	...	156,612	12·87	4·94	1,232	5·00	5·00	40·82	35·29	532·15	175 01	
19 (a) & (b)	E. & K.	1903	Bengal	677	...	...	...	...	1,792	11·46	2·37	17,105	...	3·27	30·91	25·25	613·37	173·58	
		1904		606	...	...	...	...	1,719	13·63	3·00	10,673	...	3·47	32·25	26·28	632·13	183·90	
		1905		605	...	...	...	...	8,942	11·03	2·35	8,923	...	2·94	43·29	34·79	794·75	237·60	
		1906		612	...	...	...	...	8,749	10·85	2·75	17,779	...	3·49	45·98	36 55	850·71	121·08	
		1907		685	...	...	...	...	6,681	10 35	4·25	30,410	...	3·81	43·79	34·59	862·31	174 86	
20	S. I.	1903	Bengal and Singareni.	82	...	...	...	...	60,096	12·18	...	10,516	4·91	...	37·71	34·23	774·08	205·48	
		1904		83	...	...	...	...	68,680	11·40	...	11,295	4·99	...	38·21	34·79	849·61	213·52	
		1905		81	...	...	...	...	72,314	11·39	...	9,477	5·01	...	36·90	33·74	802·70	200·51	
		1906		79	24	...	...	...	73,541	11·53	...	5,587	4·94	...	36·36	33·13	777·07	190·32	
		1907		80	70	...	...	...	81,162	12·64	...	9,402	5·00	...	38·06	34·64	847·98	203·97	
21 (a) to (k)	S. M.	1903	England Singareni and Bengal.	351	74	133	18·88	18·88	88,492	14·25	8·40	65,629	5·44	4·19	40·71	36·27	803·88	219·75	
		1904		316	72	...	...	...	40,637	13·99	8·30	69,209	5·32	4·03	37·79	33·28	719·39	201·32	
		1905		...	82	...	...	...	43,125	13·68	8·95	70,137	5·36	4·00	37·04	32 82	718 13	200·65	
		1906		365	79	2,418	18·08	15·00	53,037	13·00	6·38	74,743	5·37	4·05	39·38	35 07	744·54	211·10	
		1907		292	56	4,112	20·72	18·00	61,234	13 91	8·78	69,699	4·99	4·05	42·61	37·30	745·00	220·64	
22	U. C.	1903	Bengal, Warora & Mohpani.	977	...	...	...	...	863	18·71	3·65	4	7·00	7·00	37·27	35·02	1,438·23	207·76	
		1904		1,087	...	...	...	...	761	19·00	2·25	...	...	...	30·32	28·51	1,551·44	185·59	
		1905		1,087	...	...	...	...	762	19·00	2·25	11	...	...	31·91	29·88	1,117·8	167·86	
		1906		1,087	...	...	...	...	906	19·00	3·75	10	...	...	37·09	34·74	1,033·95	177·39	
		1907		1,087	...	...	...	...	846	15 50	5·50	...	...	...	34·89	32·71	990·07	166·73	
24	B. L.	1903	Singareni.	441	...	...	...	...	77	14·50	5 50	566	4·97	4·97	40·75	39·32	1,732·86	664·00	
		1904		...	...	...	...	...	...	...	...	790	6·19	6·19	94·89	92 82	...	...	
		1905		...	...	...	...	...	159	...	...	742	6·19	6·19	101·82	99 93	...	...	
		1906		273	...	...	...	...	269	...	...	1,102	7·19	7·19	43·65	42 20	1,016·65	...	
		1907		...	...	...	...	...	3,294	...	...	182	...	...	61·20	59·73	...	...	
3 (d)	C.B.	1903	Bengal and Assam.	85	...	...	...	...	980	9·86	9·04	...	...	...	23·76	21·10	...	...	
		1904		72	...	...	...	...	1,271	9·45	9·40	...	...	...	36·36	30 57	...	...	
		1905		75	...	...	...	...	587	9·77	9·11	...	...	...	17·53	14·61	...	...	
		1906		71	...	...	...	...	856	9 62	9·50	...	...	...	20·40	17·21	...	...	
		1907		67	...	...	...	...	1,459	8·55	7 00	...	...	...	25·81	22·56	...	...	
26	C.	1905	...	...	...	...	...	...	123	17·25	...	2	24·50	...	64·16	64·16	...	...	
		1906	...	...	...	...	...	...	215	18·00	...	8	21·50	...	29·71	29·71	3·76	3·35	
		1907	...	...	...	...	...	...	179	17 55	...	1	25·56	...	16·78	13·22	3·07	1·10	
2 (o) & (p)	G.D. & R.	1903	Bengal	...	...	...	...	...	1,417	...	...	70	...	...	25·50	25·17	...	...	
		1904		...	...	...	...	...	1,246	...	...	33	...	...	25·39	25·12	...	...	
		1905		...	...	...	...	...	1,384	...	...	207	...	...	27·05	26·90	...	...	
		1906		...	...	...	...	...	1,833	...	...	79	...	...	28·91	28·80	...	...	
		1907		335	...	...	...	...	1,860	17·19	14·02	91	3·00	3·00	24·47	24·38	...	...	
1 (b) to (f)	J.G E., P.E., R.D., M.B. & P.L. L.	1903	Bengal	515	...	...	...	...	1,236	6·71	2·12	...	...	...	33 11	33·32	1,783 92	477·10	
		1904		575	...	...	...	...	4,311	9·78	2·46	...	...	...	47·98	42·90	1,967 65	374·01	
		1905		569	...	...	...	...	7,333	9·53	2·28	...	...	...	46·34	40·77	1,040·14	320 38	
		1906		443	...	...	...	...	10,761	7·15	2·43	...	...	...	57·52	48·93	1,421·63	385·15	
		1907		237	...	...	...	...	18,155	7·02	3·87	...	...	...	70·55	57·42	1,509·23	389·57	
3(h)	K. S.	1903	Bengal	1,021	...	...	...	...	288	20·00	2·25	...	...	...	46·43	35·75	...	...	
		1904		1,018	...	...	...	...	5,166	21·00	2·25	144	12·19	...	69·46	59·97	7,984·93	1,135·26	
		1905		1,016	...	...	...	...	5,189	17·50	2·25	43	...	...	71·18	66·77	6,500·13	942·22	
		1906		904	...	...	...	...	4,917	18·15	4·00	3	...	14·00	77·29	67·65	5,107·71	893·13	
		1907		1,012	...	...	...	...	7,081	...	5·00	...	...	...	73·53	65·26	5,879·23	887·70	

APPENDIX 27—*concluded.*

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1903 to 1907—concld.

Number.	Ry. system, *vide* App. 38.	Calendar year.	SOURCES OF SUPPLY. Name. (The name of the sources of supply is for coal only. Wood was supplied from various sources.)	SOURCES OF SUPPLY. Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Coal.	SOURCES OF SUPPLY. Average distance carried in miles. (The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) Wood.	DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. Foreign coal. Quantity in tons.	Foreign coal. Cost per ton. Including freight.	Foreign coal. Cost per ton. Excluding freight.	Indian coal. Quantity in tons.	Indian coal. Cost per ton. Including freight.	Indian coal. Cost per ton. Excluding freight.	Wood. Quantity in tons.	Wood. Cost per ton. Including freight.	Wood. Cost per ton. Excluding freight.	Consumption in lbs. (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.) Per train mile.	Per engine mile.	Per 1,000 freight ton miles.	Per 1,000 gross ton miles.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
							Rs.	Rs.		Rs.	Rs.		Rs.	Rs.					
8 (*i*) & (*j*)	K. K. T. & N. D.	1903	Bengal and Dandot.	...	...	...	...	...	2,788	...	...	192	...	...	25·16	21·45	2,362·43	435·6	* Bengal *coal vid* Kiamari Rs. 11·08 and *vid* Ghaziabad Rs. 14·82.
		1904		...	...	...	...	...	2,731	*	†	270	5·35	...	21·34	17·33	1,882·21	335·26	
		1905		...	...	12	‡	‡	2,726	§	‖	132	...	...	19·72	16·08	1,243·44	301·98	† Bengal coal from Rs 1·94 to Rs. 3·25 Chita Daud coal Rs. 11·22 and Khost and Dandot coal between Rs. 6·98 and Rs. 13.
		1906		...	...	...	...	...	3,548	(*a*)	(*b*)	74	...	...	19·43	16·17	1,763·93	337·51	
		1907		...	...	...	...	...	4,001	...	...	8	...	...	22·03	18·15	1,951·14	371·80	
6 (*g*) & (*h*).	M. D. T.	1906	Bengal & Singareni.	478	19	...	...	...	1,342	11·60	5·70	207	4·13	3·73	35·63	31·86	2,910·01	469·17	‡ There was no importation of foreign coal during the year.
		1907		159	...	...	...	...	1,528	14·95	11·52	186	...	4·25	37·24	32·78	5,669·29	469·82	
19 (*c*)	P. W. L.	1903	Bengal	...	...	...	...	...	...	...	...	1,226	...	3·26	19·03	17·81	...	...	
		1904		...	...	...	...	...	...	...	...	1,400	...	...	21·31	19·96	...	...	
		1905		655	...	...	...	...	24	11·03	2·35	1,363	...	3·59	20·39	15·41	...	...	
		1906		...	...	...	...	...	...	...	...	1,520	...	3·56	21·94	20·74	...	...	
		1907		...	...	...	...	...	...	...	...	1,501	...	3·68	23·23	21·23	...	...	
30	B. P.	1903	Bengal	157	...	...	...	...	960	5·36	2·92	...	...	...	25·27	24·10	...	...	§ Bengal coal *vid* Kiamari Rs. 11·93 and *vid* Ghaziabad Rs. 13·84.
		1904		157	...	...	...	...	1,083	4·44	2·03	...	...	...	26·32	25·37	...	...	
		1905		157	...	...	...	...	1,128	4·33	1·56	...	...	...	28·53	26·92	...	...	
		1906		157	...	...	...	...	1,428	4·24	1·81	...	...	...	34·24	32·33	...	...	
		1907		157	...	...	...	...	1,696	5·94	3·40	...	...	...	40·36	38·13	...	...	‖ Bengal coal from Rs. 1·94 to Rs. 3·37 and Khost and Daud coal between Rs. 8·04 and Rs. 12·27.
31	T. B.	1903	Assam	...	...	...	...	...	523	11·81	...	...	...	...	35·40	...	...	...	
		1904		...	...	...	...	...	580	13·50	...	...	...	...	38·52	...	...	...	
		1905		...	...	...	...	...	643	13·50	...	...	...	...	38·85	...	...	...	
		1906		...	...	...	...	...	673	13·50	...	...	...	...	40·44	...	...	...	
		1907		...	...	...	...	...	576	13·50	...	...	...	...	35·34	...	...	...	(*a*) Bengal coal *vid* Kiamari Rs. 11·76 and Ghaziabad Rs. 15·85.
33	D. H.	1903	Bengal	...	...	...	...	...	4,666	13·98	8·12	...	...	...	53·23	53·23	...	...	
		1904		...	...	...	...	...	4,697	10·09	2·50	...	...	...	41·23	40·83	...	...	
		1905		...	...	...	...	...	5,025	7·84	2·25	...	...	...	44·68	44·68	...	...	
		1906		...	...	...	...	...	4799	10·09	2·50	...	...	...	46·08	46·08	...	...	(*b*) Bengal coal from Rs. 2·25 to Rs. 4·25 and Khost and Dandot coal between Rs. 8 and Rs. 12.
		1907		...	...	...	...	...	7,887	12·72	2·25	...	...	...	76·35	76·68	...	...	
5 (*g*)	G. L.	1903	Bengal and Mohpani.	750	...	...	...	...	1,617	16·00	2·75	14	...	...	38·30	36·00	...	...	
		1904		535	...	...	...	...	1,990	13·28	3·25	24	...	...	36·13	34·10	...	...	
		1905		535	...	...	...	...	2,558	13·62	3·75	27	...	...	41·73	38·81	...	...	
		1906		535	...	...	...	...	2,848	c13·37	3·75	25	...	...	43·86	40·45	...	...	(*c*) Reduced to Rs. 10·13 per ton from 15th November 1906.
		1907		538	...	...	...	...	3,103	11·38	5·00	25	...	...	44·02	39·94	...	...	
36	J.	1903	Assam	9	...	...	...	...	778	13·76	13·62	...	...	...	33·15	...	...	...	**12 miles from Steamer Ghat to Jerhat; 190 miles from Ledo *to* Moriani.
		1904		11	...	...	...	...	890	13·61	...	...	...	...	34·61	...	...	...	
		1905		12	...	...	...	...	864	13·61	...	...	...	...	35·90	...	...	...	
		1906		9	...	...	...	...	946	13·61	8·50	...	...	...	41·76	...	...	...	
		1907		142	...	...	...	...	1,010	13·61	8·50	...	...	...	40·14	...	...	...	
5 (*i*)	M. T. H.	1907	...	54	...	11	25·00	24·00	200	19·00	18·00	10	7·00	...	68·78	63·89	...	...	†† Excluding the Bukhtiarpore-Behar, Ramsghat-Krishnagar, Thatón-Duyinzaik, Howrah-Amta and Howrah-Sheakhala Light railways.
		1903††	...	...	...	17,696	...	...	2,203,889	...	...	497,185	...	...	...	...	...	...	
		1904‡‡		...	...	17,432	...	...	2,447,341	...	...	395,297	...	...	...	...	...	...	‡‡ Excluding the Bukhtiarpore-Behar, Thatón-Duyinzaik, Howrah-Amta, and Howrah-Sheakhala Light railways.
		TOTAL																	
		1905§§		...	...	18,235	...	...	2,668,424	...	...	253,093	...	...	...	...	...	...	§§ Excluding the Deoghur and Barasat-Basirhat and Shahdara (Delhi)-Saharanpur railways and the railways named in the remark.‡‡
		1906§§		...	...	37,280	...	...	2,878,281	...	...	248,224	...	...	...	...	...	...	
		1907§§		...	...	54,861	...	...	3,343,219	...	...	189,448	...	...	...	...	...	...	

APPENDIX 28.

Coal mined in India during the calendar years 1885 to 1907.

Years.	Quantity mined in each Province.												Quantity of Indian coal consumed by railways in India.	Quantity of Indian coal exported by sea.		Quantity of Foreign coal imported into India.	
	Bengal.	Central Provinces.	Assam.	Central India.	Nizam's territory.	Punjab.	Kashmir.	Baluchistan.	Rajputana. (Bikaner).	Madras.	Burma.	Total.		To Indian ports, excluding Burma.	To ports outside India, including Burma.	From United Kingdom.	From other countries.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16) *	(17)	(18)
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885.	1,123,700	119,116	43,707	7,698	...	...	...	...	...	...	...	1,294,221	486,716		500	778,643	40,659
1886.	1,186,802	117,287	70,859	13,539	...	...	...	...	...	...	...	1,388,487	470,075		199	698,482	44,652
1887.	1,319,090	128,981	89,302	15,497	3,259	7,523	...	411	...	...	...	1,564,063	488,774		315	786,149	43,010
1888.	1,380,594	157,768	101,528	41,580	13,382	11,249	...	2,802	...	...	...	1,708,903	551,770		15,796	785,776	20,463
1889.	1,541,356	144,465	116,676	52,956	59,646	22,835	...	8,236	...	...	...	1,946,172	715,240		39,972	717,024	52,180
1890.	1,626,245	137,022	145,708	77,842	125,486	40,677	...	15,541	...	...	...	2,168,521	654,829		26,336	631,725	21,857
1891.	1,747,122	141,736	154,208	69,741	144,668	60,714	...	10,368	...	20	...	2,328,577	797,142		4,515	726,069	17,344
1892.	1,920,050	132,005	164,050	88,623	149,601	66,352	...	13,254	...	61	3,670	2,537,696	885,492		15,725	628,374	23,123
1893.	1,902,866	135,118	164,420	94,348	157,421	77,294	...	20,094	...	502	9,938	2,562,001	924,900		52,302	616,319	18,066
1894.	2,035,934	140,495	169,448	132,837	240,525	66,467	...	24,753	...	1,337	12,111	2,823,907	1,062,748	143,813	154,282	675,043	57,112
1895.	2,716,155	122,776	172,717	118,479	292,915	72,493	...	25,458	...	1,787	17,289	3,540,019	1,119,621	162,276	211,407	773,675	15,458
1896.	3,037,920	141,185	177,259	115,386	262,681	79,017	...	26,257	...	...	22,993	†3,863,698	1,182,051	389,842	191,030	524,420	93,212
1897.	3,142,497	131,629	185,533	124,778	365,550	92,792	...	12,043	...	...	11,472	4,066,294	1,328,120	731,742	390,979	210,257	47,016
1898.	3,622,090	149,709	200,329	134,726	394,622	85,862	...	13,372	511	...	6,975	4,608,196	1,418,241	737,689	490,390	297,076	34,209
1899.	4,035,265	156,576	225,623	164,569	401,216	81,835	...	15,822	4,249	...	8,105	5,093,260	1,560,771	672,311	467,306	406,451	112,064
1900.	4,978,492	172,842	216,736	164,489	469,291	74,083	...	23,281	9,250	...	10,328	6,118,692	1,858,061	1,030,709	711,874	91,710	43,939
1901.	5,487,585	191,516	254,100	164,362	431,218	67,730	...	24,656	12,094	...	12,486	6,635,727	1,956,631	1,157,892	845,953	112,519	79,108
1902.	6,259,236	196,981	221,096	171,538	455,424	55,373	1,060	33,889	16,503	...	13,302	7,424,402	2,091,992	974,602	723,316	198,574	20,773
1903.	6,361,212	159,154	239,328	193,277	362,733	43,704	999	46,909	21,764	...	9,306	7,438,386	2,203,889	1,235,318	723,873	133,711	30,429
1904.	7,063,680	139,027	266,765	185,774	419,546	45,594	270	49,867	45,078	...	1,105	8,216,706	2,447,341	1,447,867	896,885	176,705	77,169
1905.	7,234,103	147,265	277,065	157,701	454,294	62,622	...	41,725	42,964	...	...	8,417,739	2,668,424	1,635,263	1,144,680	147,760	50,024
1906.	‡8,617,820	92,848	285,490	170,292	467,924	‡73,1]	...	42,164	32,372	...	1,222	‡9,783,251	2,878,281	1,830,793	1,394,732	199,215	27,150
1907.	9,993,343	134,088	295,795	178,588	414,221	60,749	...	42,488	28,062	...	...	11,147,339	3,343,219	1,865,056	1,040,242	227,176	74,412

* Up to 1893 the figures in this column are for official years and exclude exports to Burma Ports.
† Includes 1,000 tons produced in the North-Western Provinces.
‡ Revised.

State collieries worked by Railway

Particulars.	Kurhurbaree and Seerampore.		Warora.		Ballarpur.		Mohpani.	
	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Name of owner	East Indian railway.		State.		State.		Great Peninsula railway.	Indian
Capital outlay Rs. ...	22,85,524	27,34,082	12,84,360	11,12,415	...	5,81,524	7,02,912	8,02,223
Output. Large coal. Tons ...	510,044	513,792	24,714	...	...	...	24,210	36,763
Output. Small coal. Tons ...	20,060	29,387	7,613	...	...	...	...	...
Output. Slack coal. Tons ...	87,875	73,599	...	...	...	...	*3,293	*4,564
Output. Total. Tons ...	623,979	616,778	32,327	...	...	15,439	27,503	41,332
Quantity issued. Tons ...	649,959	617,095	32,498	...	...	13,154	25,944	40,855
Gross earnings. Rs. ...	§10,81,339	§11,39,841	1,77,470	...	...	65,879	1,44,457	2,21,051
Working expenses. Rs. ...	10,81,339	11,39,841	1,30,543	...	...	¶45,042	1,77,997	2,10,649
Net earnings or loss. Rs. ...	...	...	46,927	...	...	20,837	—33,540	10,402
Percentage on capital ...	...	...	3·65	...	...	3·58	...	1·30
Average number of persons employed daily.	6,900	6,149	413	...	...	329	790	979
Number of tons raised per person employed.	90	100	78	...	...	47	35	42
Number of persons killed ...	1	1	...	...	...	...	...	...
Number of persons injured ...	10	21	2	...	...	...	1	...

DIX 29.

Companies or by the State.

Dandot.		Khost.		Haranpur pressed fuel factory.		Khost pressed fuel factory.		Remarks.
1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	
(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)
North State	Western railway.	North State	Western railway.	North State	Western railway.	North State	Western railway.	
2,03,177	2,04,646	3,05,769	3,31,078	72,613	69,050	...	27,752	*Kurhurbaree and Serampore collieries.*—The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880.
28,947	23,309	852	419	...	...	...	...	
140	...	†73	†36	...	...	...	...	§ Coal issued to railway at cost price,
14,574	13,156	‡31,575	‡29,415	...	...	...	...	*Warora colliery.*—The working of the colliery has been abandoned from the 1st May 1906. The decrease in the capital outlay in 1907 was due to the transfer of machinery, stores, etc., during the year.
43,661	36,465	32,500	29,870	6,541	6,015	...	12,462	
								Ballarpur colliery.—The working of the colliery was started from the 1st April 1907.
43,661	36,465	32,500	29,378	6,541	6,015	...	12,462	¶ Excludes establishment charges which are being charged to Capital account.
3,40,218	2,73,961	2,73,610	2,47,032	75,222	69,172	...	1,56,503	*Mohpani colliery.*—The capital outlay is made up of the purchase money (£ 40,000) and the expenditure incurred from the date of purchase (1st July 1904).
3,45,709	2,82,942	2,95,382	2,87,766	71,149	75,121	...	1,36,747	
								Haranpur pressed fuel factory.—The decrease in the capital outlay in 1907 was due entirely to the amount written off for depreciation.
—5,491	—8,981	—21,772	—40,734	4,073	—5,949	...	13,756	
								Khost pressed fuel factory.—Purchased by the North Western State railway with effect from the 1st April 1907. The capital outlay is made up of the purchase money, Rs. 24,927, and the expenditure incurred from the date of purchase.
...	...	...	...	5·61	...	...	49·56	
1,340	1,078	704	706	12	11	...	24	
								* Splint coal.
33	34	46	42	1	2	...	292	† Nut coal.
								‡ Mixed coal.
...	...	5	4	...	...	...	1	
4	4	1	2	...	...	...	...	

APPENDIX 30.

Accidents and casualties to trains on railways treated as one system during the calendar years 1906 and 1907.

Description.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890, *i.e.*, serious accidents.		Other accidents.		Total number of accidents.		Number of passengers and others. (Figures in italics were not passengers.) Killed.		Injured.		Number of servants. Killed.		Injured.		Total of all classes. Killed.		Injured.	
	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
1. Collisions between passenger trains or parts of passenger trains	5	7	6	10	11	17	1	15	24	19	3	6	6	7	4	21	30	26
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	40	55	26	39	66	94	3	30 *1*	77 *4*	104 *2*	7	21	36	35	10	52	117	141
3. Collisions between goods trains or parts of goods trains	20	15	71	106	91	121	...	*3*	...	*1*	8	...	31	14	8	3	31	15
4. Collisions between light engines	1	6	43	39	44	45	...	...	...	...	...	1	5	12	...	1	5	12
5. Passenger trains or parts of passenger trains leaving the rails	74	73	79	84	153	157	...	...	17	4	1	3	4	7	1	3	21	11
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	9	53	385	526	394	579	1	...	4	...	...	2	4	2	1	2	8	2
7. Trains or engines travelling in the wrong direction through points	11	31	143	151	154	182	...	*1*	...	*6*	...	2	1	13	...	3	1	19
8. Trains running into stations or sidings at too high a speed	4	6	24	27	28	33	...	...	...	...	3	...	...	...	3	...	...	...
9. Trains running over cattle on the line	6	15	3,632	4,175	3,638	4,190	...	*1*	5	2	...	1	1	6	...	2	6	8
10. Trains running over obstructions on the line	18	47	162	180	180	227	1 *6*	7	15 *12*	2 *20*	2	...	4	7	9	7	31	29
11. Trains running through gates at level crossings	...	1	35	41	35	42	3	*1*	...	*4*	...	...	2	...	3	1	2	4
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13 (*a*) The bursting of tubes, etc., of engines	...	3	288	313	288	316	...	...	...	...	...	...	...	2	...	...	...	2
Carried over	188	312	4,894	5,691	5,082	6,003	6 *9*	45 *14*	137 *21*	129 *35*	24	36	94	105	39	95	252	269

APPENDIX 30—*concluded.*

Accidents and casualties to trains on railways treated as one system during the calendar years 1906 and 1907—concld.

Description.	Accidents reported to Local Governments under section 33 of the Indian Railways Act, IX of 1890, *i.e.*, serious accidents.		Other accidents.		Total number of accidents.		Number of passengers and others. (Figures in italics were not passengers.) Killed.		Injured.		Number of servants. Killed.		Injured.		Total of all classes. Killed.		Injured.	
	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.	1906.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
Brought forward .	188	312	4,894	5,691	5,082	6,003	6 *9*	45 *14*	137 *21*	129 *35*	24	36	94	105	39	95	252	269
13. The failure of machinery, springs, etc., of engines .	...	7	756	891	756	898	...	...	...	...	1	...	...	2	1	...	...	2
14. The failure of tyres .	...	1	5	8	5	9	...	...	...	...	...	...	3	...	...	...	3	...
15. Ditto of wheels .	...	2	16	17	16	19	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles .	6	10	71	93	77	103	...	...	...	...	...	...	1	...	...	...	1	...
17. Ditto of brake apparatus .	1	1	6	8	7	9	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	6	34	353	375	359	409	...	...	29	...	1	...	4	...	1	...	33	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	3	3	3	4	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails . . .	1	3	130	282	131	285	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way . .	36	25	158	104	194	129	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments . . .	10	7	64	59	74	66	...	...	1	...	1	...	...	...	1	...	1	...
23. Fire in trains . . .	3	10	150	224	153	234	3	...	2	2	1	...	1	1	4	...	3	3
24. Fire at stations, or involving injury to bridges or viaducts	10	7	52	68	62	75	2	*1*	...	*1*	3	1	5	...	5	2	5	1
25. Other accidents . .	31	46	721	755	752	801	...	*1*	25 *1*	19 *5*	8	3	40	12	8	4	66	36
Total .	292	466	7,379	8,578	7,671	9,044	9 *11*	45 *16*	194 **22*	150 *41*	39	40	148	120	59	101	364	311

Numerical return of servants of all races employed on each railway system (open lines only) and

Number.		Railway system. (*Vide* Appendix 33.)	Number of servants employed.							
			Europeans.		Eurasians.		Natives.		Total.	
Main head.	Sub-head.		1906, Revised.	1907.	1906, Revised.	1907.	1906, Revised.	1907.	1906, Revised.	1907.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1	...	Bengal-Nagpur	545	509	726	774	28,494	28,767	29,765	30,050
2	(*a*) to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	229	256	217	187	16,384	17,447	16,830	17,890
3	...	Eastern Bengal State	379	397	517	647	30,516	34,765	31,412	35,809
4	...	East Indian	1,534	1,625	1,064	1,174	82,221	86,070	84,819	88,869
5	...	Great Indian Peninsula	1,138	1,217	971	1,014	67,719	73,512	69,819	75,743
6	...	Madras	314	320	1,697	1,754	25,679	28,001	27,690	30,075
7	...	Nizam's Guaranteed State	90	95	390	388	7,854	8,073	8,334	8,556
8	...	North Western State	986	1,020	743	794	64,357	70,825	66,086	72,639
9	...	Oudh and Rohilkhand State	322	346	311	353	21,860	23,835	22,493	24,534
10	...	Assam-Bengal	84	91	103	207	6,311	8,494	6,498	8,792
11	...	Bengal and North-Western	173	194	237	234	21,779	24,930	22,189	25,358
12	...	Bengal Dooars	4	4	4	4	1,167	1,164	1,175	1,172
13	...	Bhavnagar-Gondal-Junagad-Porbandar	7	8	30	29	2,742	2,872	2,779	2,909
14	...	Burma	160	167	607	656	15,105	16,477	15,872	17,300
15	...	Deoghur	...	...	1	1	61	61	62	62
16	...	Dibru-Sadiya	9	9	...	...	1,053	1,130	1,062	1,139
17	...	Jodhpur-Bikaner	11	12	4	5	3,771	4,106	3,786	4,123
18	...	Morvi	1	1	2	3	388	405	391	409
2	(*h*) to (*n*)	Rajputana-Malwa	462	499	513	516	28,154	29,508	29,129	30,523
19	...	Rohilkund and Kumaon	25	33	24	27	3,571	4,326	3,620	4,386
20	...	South Indian	158	169	717	717	15,143	15,224	16,018	16,110
21	...	Southern Mahratta	171	173	456	468	15,319	15,912	15,946	16,553
22	...	Udaipur-Chitor	2	2	...	...	362	366	364	368
23	...	Baraset-Basirhat Light	...	...	1	1	153	160	154	161
24	...	Barsi Light	2	2	6	12	358	519	366	533
25	...	Bukhtiarpore-Behar Light	1	1	...	...	115	123	116	124
26	...	Cutch	1	1	...	...	55	55	56	56
29	...	Shahdara (Delhi)-Saharanpur	...	1	...	3	...	385	...	389
30	...	Tarakeshwar-Magra Light	...	...	1	1	228	232	229	233
31	...	Tezpore-Balipara Light	2	2	2	2	190	205	194	209
33	...	Darjeeling-Himalayan	24	20	9	8	894	898	927	866
34	...	Howrah-Amta Light	5	5	1	3	445	487	451	495
35	...	Howrah-Sheakhala Light	...	...	...	...	95	98	95	98
36	...	Jorhat	1	1	...	...	225	222	226	223
		Total	6,840	7,180	9,354	9,982	462,759	499,594	478,953	516,756

DIX 31.

the amounts deposited by them in the Provident Fund at the close of the calendar year 1907.

Amount deposited in Provident Fund.						Remarks.
Number of depositors.		Amount at credit on the 31st December 1907.				
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit	
(12)	(13)	(14)	(15)	(16)	(17)	(18)
		Rs.	Rs.	Rs.	Rs.	
344	4,834	2,20,204	14,53,099	11,41,370	28,14,664	
2	3,263	26,554	22,33,938	14,08,837	36,69,329	Excludes the Provident Fund transactions of the Godhra-Ratlam-Nagda railway which are included with those of the Rajputana-Malwa railway.
171	6,583	89,024	15,14,903	14,73,139	30,77,071	
7,421	12,129	...	...	...	1,36,51,766	Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.
3	8,420	1,047	1,13,46,273	...	1,13,47,320	The bonus given by the railway is included in the amount at the credit of voluntary and compulsory depositors.
114	6,918	1,36,597	21,71,188	16,88,064	39,95,849	
...	1,494	...	6,64,042	5,97,930	12,61,972	
442	10,185	1,15,014	39,00,208	37,33,708	77,48,930	
164	3,545	35,241	11,36,564	9,87,520	21,59,325	
...	1,362	...	3,25,416	1,92,965	5,18,381	
10	2,507	74,155	9,50,127	9,17,672	19,41,954	
...	160	...	41,193	34,452	75,645	
183	484	39,110	2,35,010	1,72,630	4,46,750	
...	3,308	...	10,98,679	8,68,293	19,66,972	
...	...	...	...	...	...	
...	...	...	...	...	...	
31	438	5,933	1,05,166	94,747	2,05,846	
2	89	700	19,128	2,167	21,995	
396	4,646	1,01,191	20,37,046	18,83,881	40,22,118	
1	569	96	1,89,989	1,71,216	3,61,301	
29	3,342	23,315	14,61,045	6,76,427	21,60,687	
...	3,910	...	15,19,559	7,86,575	23,06,134	
...	40	...	8,783	4,253	13,036	
...	20	...	2,109	2,404	4,513	
...	...	...	...	...	...	
...	17	...	1,869	2,081	3,950	
...	...	...	...	...	...	
...	34	...	1,466	1,466	2,932	
...	77	...	1,578	256	1,834	
...	...	...	...	...	...	
...	153	...	1,05,371	1,34,107	2,39,478	
...	76	...	14,954	8,767	23,721	
...	26	...	2,419	2,385	4,804	
10	32	1,062	8,210	4,448	13,740	
9,333	78,661	8,69,163	3,25,49,328	1,69,91,760	6,40,62,017	

APPENDIX 32.

Number of men enrolled in Railway Volunteer Corps on the 31st December 1906.

Number.		Corps.	Enrolled strength.					Total number of European and Eurasian servants on open lines of railway.	Sergeant Instructors furnished by the Army.	Remarks.
			Efficients.			Non-efficients.	Total number of volunteers of *all nationalities* in corps, including servants on construction work.			
Main head.	Sub-head.		Officers.	Non-Commissioned officers.	Volunteers.					
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1	...	Bengal-Nagpur	36	154	939	12	1,141	1,283	10	
2	(a) to (g) & (o) & (p)	Bombay, Baroda and Central India— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	22	64	437	3	526	443	5	
3	...	Eastern Bengal State	24	78	739	30	871	1,044	4	
4	...	East Indian	70	252	2,058	28	2,408	2,799	18	
5	...	Great Indian Peninsula— *First and Second Battalions, Great Indian Peninsula Railway Volunteer Rifles*	49	183	1,272	34	1,538	2,231	13	
6	...	Madras	43	216	1,370	14	1,643	2,074	12	
7	...	Nizam's Guaranteed State— *Hyderabad Volunteer Rifles* ...	11	26	172	19	228	483	3	
8	...	North Western State	42	130	1,066	76	1,314	1,314	12	
9	...	Oudh and Rohilkhand State— *Oudh and Rohilkhand Railway Volunteer Rifles*	15	70	560	6	651	699	4	
		Oudh Light Horse	...	1	2	...	3		...	
10	...	Assam-Bengal...	18	26	244	...	288	298	3	
11	...	Bengal and North-Western— *Bengal and North-Western Railway Volunteer Rifles*	18	47	265	10	340	428	5	
		United Provinces Light Horse, Gorakhpur Squadron	1	8	36	...	45		...	
13	...	Bhavnagar-Gondal-Junagad-Porbandar— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company*	2	6	20	...	28	37	1	
14	...	Burma	25	78	640	14	757	823	9	
18	...	Morvi— *First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company* ...	...	...	1	...	1	4	...	
2	(h) to (n)	Rajputana-Malwa— *Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles*	26	101	661	3	793	1,015	11	
19	...	Rohilkund and Kumaon— *Bengal and North-Western Railway Volunteer Rifle Corps* ...	1	4	26	1	32	60	...	
20	...	South Indian	18	75	395	69	557	886	8	
21	...	Southern Mahratta	24	116	493	1	634	641	7	
22	...	Udaipur-Chitor— *Bombay, Baroda and Central India Railway Volunteer Rifles* ...	1	1	...	...	2	2	...	
30	...	Tarakeshwar-Magra— *East Indian Railway Volunteer Rifles*	...	...	1	...	1	1	...	
32	...	Darjeeling-Himalayan— *Northern Bengal Mounted Rifles, "A" and "B" Troops* ...	1	3	11	...	15	28	1	
		Total ...	449	1,639	11,408	320	13,816	17,093	126	

APPENDIX 33.

Strength and cost of the Police force on each railway system (open lines), and the amount of compensation payments on account of claims for goods lost or damaged, for the calendar year 1907.

Number.		Railway system. (*Vide* Appendix 33.)	Subordinate officers.	Constables and men.	Portion of the total annual cost borne by the Railway.				Cost of force to the railway per mile open.	Compensation payments on account of claims for goods lost or damaged.	Remarks.
Main head.	Sub-head.				Supervision.	Constables and men.	Contingencies.	Total cost of force to the railway.			
1	2	3	4	5	6	7	8	9	10	11	12
			Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1	...	Bengal-Nagpur	18	913	21,906	62,394	7,036	91,836	42·31	36,000	
2	(a), (c) to (g) & (o) & (p).	Bombay, Baroda and Central India.	82	602	22,749	57,782	13,989	94,520	102·56	76,252	
3	...	Eastern Bengal State	100	1,114	780	97,238	377	98,395	72·58	2,67,693	
4	...	East Indian	89	2,245	82,063	1,78,772	47,489	3,08,324	124·74	1,56,571	
5	(a) to (f).	Great Indian Peninsula	37	1,535	68,598	1,37,488	21,237	2,27,278	80·77	2,99,263	
6	...	Madras	23	856	13,655	1,08,732	10,689	1,33,076	82·36	20,463	
7	...	Nizam's Guaranteed State	10	397	18,104	44,947	3,106	66,157	89·07	311	
8	(a) to (g) & (i) to (k).	North Western State	...	1,533	...	1,68,887	1,762	1,70,649	39·14	1,62,723	
9	...	Oudh and Rohilkhand State	8	671	2,912	51,032	2,811	56,755	42·52	32,506	
10	...	Assam-Bengal	7	269	13,206	19,454	1,872	34,532	44·80	5,182	
11	...	Bengal and North-Western	20	655	1,971	68,038	1,155	71,164	40·01	33,781	
12	...	Bengal Dooars	...	10	...	1,110	...	1,110	7·25	336	
13	...	Bhavnagar-Gondal-Junagad-Porbandar.	35	119	22,766	13,952	9,062	45,780	100·51	9,261	
14	...	Burma	148	461	35,867	82,769	19,321	1,37,957	93·54	13,882	
17	...	Jodhpur-Bikaner	3	42	1,886	4,230	363	6,479	7·78	5,889	
2	(b) & (h) to (n).	Rajputana-Malwa	131	1,359	54,416	87,223	5,714	1,47,353	65·04	97,774	
18	...	Morvi	6	14	2,296	1,732	1,396	5,424	57·31	47	
19	...	Rohilkund and Kumaon	15	186	1,524	14,766	1,477	17,767	50·06	1,448	
20	...	South Indian	...	258	...	75,986	...	75,986	55·70	5,241	
21	...	Southern Mahratta	14	765	20,515	73,647	9,508	1,03,664	61·68	18,631	
23	...	Baraset-Basirhat Light	...	2	...	568	...	568	21·85	...	
24	...	Barsi Light	1	13	315	1,499	353	2,167	27·78	63	
8	(h)	Kalka-Simla	...	9	—297	3,308	20	3,031	50·99	2,113	
5	(g)	Gwalior Light	1	37	240	3,156	258	3,654	19·90	...	
5	(h)	Matheran Light	...	2	...	51	...	51	4·04	...	

APPENDIX 34.

Transactions of the Fine Funds for the calendar year 1907.

Number.		Railway system. (*Vide* Appendix 38.)	Assets.				Disbursements.						Balance on 31st December 1907.
Main head.	Sub-head.		Balance on 31st December 1906. (*Revised.*)	Fines and bonds forfeited during 1907.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	...	Bengal-Nagpur	35,786	19,054	1,240	56,080	...	30	2,571	8,943	5,846	17,390	38,690
2	(*a*),(*c*)to (*g*) & (*o*) & (*p*).	Bombay, Baroda and Central India	2,665	6,966	...	9,631	100	303	685	1,990	3,217	6,295	3,336
3	...	Eastern Bengal State	12,156	11,032	331	23,519	...	213	5,098	6,750	1,785	13,846	9,673
4	...	East Indian	81,612	18,341	2,587	1,02,540	...	490	2,900	2,784	15,574	21,757	80,783
5	...	Great Indian Peninsula	10,272	17,941	756	28,969	...	7,411	547	1,762	6,599	16,319	12,650
6	...	Madras	90,848	13,655	3,824	1,08,327	262	12,725	164	11	85,015	98,177	10,150
7	...	Nizam's Guaranteed State	11,433	2,339	467	14,239	...	...	155	100	1,552	1,807	12,432
8	(*a*)to(*g*) and (*i*) to(*k*)	North Western State	16,853	26,653	554	44,060	100	779	8,294	12,328	5,103	26,604	17,456
9	...	Oudh and Rohilkhand State	14,521	7,397	384	22,302	...	42	...	479	3,873	4,394	17,908
10	...	Assam-Bengal	8,624	9,537	...	18,161	...	1,493	1,336	1,794	2,544	7,167	10,994
11	...	Bengal and North-Western	98,842	17,766	1,338	1,17,946	...	40	2,157	230	1,236	3,663	1,14,283
12	...	Bengal Dooars	1,669	377	50	2,096	...	...	157	478	...	635	1,461
13	...	Bhavnagar-Gondal-Junagad-Porbandar	5,798	739	182	6,719	36	48	...	41	789	914	5,805
14	...	Burma	4,419	24,218	...	28,637	...	...	3,104	2,198	13,281	18,583	10,054
17	...	Jodhpur-Bikaner	8,576	2,633	...	11,209	130	...	294	549	196	1,169	10,040
18	...	Morvi	1,475	77	...	1,552	...	106	...	...	5	111	1,441
2	(*b*) &(*h*) to (*n*).	Rajputana-Malwa	44,229	12,542	1,067	57,838	100	1,736	6,147	150	21,800	29,933	27,905
19	...	Rohilkund and Kumaon	32,823	3,242	494	36,559	...	100	...	1,267	32	1,399	35,160
20	...	South Indian	1,48,098	14,706	4,492	1,67,296	...	1,025	529	2,435	4,217	8,206	1,59,090
21	...	Southern Mahratta	2,058	4,289	53	6,400	16	490	1,639	3,703	531	6,379	21
22	...	Udaipur-Chitor	417	33	...	450	...	...	...	...	...	...	450
23	...	Baraset-Basirhat Light	...	83	...	83	...	...	...	...	83	83	...
25	...	Bukhtiarpore-Behar Light	...	9	...	9	...	...	...	...	9	9	...
8	(*h*)	Kalka-Simla	680	189	4	873	...	...	...	...	...	...	873
30	...	Tarakeshwar-Magra Light	...	20	...	20	20	...	...	...	...	20	...
31	...	Tezpore-Balipara Light	27	17	...	44	...	...	22	...	...	22	22
33	...	Darjeeling-Himalayan	92	148	...	240	...	...	...	100	2	102	138
34	...	Howrah-Amta Light	...	174	...	174	...	...	...	...	174	174	...
35	...	Howrah-Sheakhala Light	...	6	...	6	...	...	...	...	6	6	...
36	...	Jorhat	370	112	11	493	...	...	...	...	120	120	373

APPENDIX 35.

Railway and Railway aided schools at the close of the calendar year 1907.

Number. Main head.	Number. Sub-head.	Railway system. (*Vide* Appendix 38.)	RAILWAY SCHOOLS. Number of schools.	Attendance. Children. Number on the rolls.	Attendance. Children. Average daily attendance.	Attendance. Apprentices and workmen. Number on the rolls.	Attendance. Apprentices and workmen. Average daily attendance.	Contributions. By Government.	Contributions. By Railway. From Revenue.	Contributions. By Railway. From Fine Fund.	Contributions. By school fees.	Contributions. Total.	Expenditure.	RAILWAY AIDED SCHOOLS. Number of schools.	Average daily attendance. Children.	Average daily attendance. Apprentices and workmen.	Railway grant. From Revenue.	Railway grant. From Fine Fund.	Remarks.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
								Rs.	Rs.	Rs.	Rs.	Rs.	Rs.				Rs.	Rs.	
1	...	B. N. European	10	337	230	3	3	6,555	6,060	850	6,405	19,870	15,348	4	72	...	900	131	
		B. N. Native	4	417	329	5	5	1,955	1,500	1,790	1,542	6,587	6,159	...	...	...	...	...	
2	(a) to (c) & (o) & (p)	B. B. & C. I. European	3	69	50	3	2	1,365	1,770	160	2,029	5,324	5,592	24	78	...	3,106	525	
3	...	E. B.S. European	...	...	...	...	...	...	...	...	...	...	...	5	126	4	1,764	3,626	
		E. B.S. Native	5	86	69	261	94	...	2,098	...	...	2,098	2,098	12	418	...	1,148	1,472	
4	...	E.I. European	21	906	803	89	72	16,495	33,488	...	1,06,772	1,56,755	1,60,124	7	264	...	2,441	...	
		E.I. Native	68	2,590	1,927	3,420	1,487	4,386	4,086	2,762	11,644	22,878	21,605	1	240	...	...	147	
5	(a) (b) & (h)	G. I. P. European	5	247	208	...	...	3,559	18,496	372	2,449	24,876	24,876	17	359	...	5,359	...	
		G. I. P. Native	...	...	...	...	...	...	...	...	...	...	...	4	169	...	731	...	
5	(c) to (g)	I. M. European	2	102	64	...	...	1,210	7,001	165	1,336	9,712	9,712	2	9	...	205	10	
6	...	M. European	9	388	336	...	...	7,545	23,180	164	4,292	35,181	35,586	13	218	...	5,080	...	
7	(a) & (b)	N. G. S. European	1	32	27	...	...	...	420	...	231	651	428	...	...	...	...	...	
		N. G. S. Native	1	12	6	...	...	...	59	...	15	74	59	3	164	...	120	155	
8	...	N. W. European	2	63	42	32	23	2,916	2,975	825	992	7,708	7,127	17	395	...	12,275	3,688	In addition to these grants from the Fine Fund, the North Western State railway also contributed Rs. 2,889 for the "Oakgrove School" at Mussoorie and Rs. 62 to the Cathedral Orphanage, Lahore.
		N. W. Native	26	96	88	7,411	465	...	5,736	156	284	6,176	5,296	4	179	3	2,508	694	
9	...	O. & R. European	5	55	49	53	43	964	2,649	...	1,126	4,739	3,613	19	64	...	8,167	...	
		O. & R. Native	3	...	...	78	37	...	443	...	...	443	443	4	138	...	1,455	...	
10	...	A. B. European	2	18	14	...	...	...	500	663	33	1,196	1,417	...	...	...	...	...	
		A. B. Native	...	...	...	...	...	...	...	...	...	...	...	2	26	...	...	673	
11	...	B. & N. W. European	3	87	75	...	...	858	1,800	2,157	1,246	6,061	6,318	...	...	...	...	...	
		B. & N. W. Native	...	...	...	...	...	...	...	...	...	...	...	2	45	...	324	...	
12	...	B. D. Native	...	...	...	...	...	...	...	...	...	...	...	1	27	...	...	157	
13	...	B. G. J. P. European	1	10	13	...	...	...	1,150	...	412	1,562	1,295	...	...	...	...	...	
		B. G. J. P. Native	2	88	66	...	...	...	680	...	244	924	859	...	...	...	...	...	
14	...	B. European	3	87	65	16	15	2,534	63	971	1,942	5,510	5,298	17	36	...	453	453	
		B. Native	2	168	152	17	16	2,666	442	1,222	2,885	7,215	6,151	18	51	...	458	458	
16	...	D. S. Native	1	55	42	...	...	...	800	...	439	739	1,495	...	...	...	...	...	
17	...	J. B. Native	1	17	10	...	...	...	...	294	...	294	294	...	...	...	...	...	
7	(c)	H. G. V. European	3	99	69	...	...	...	2,437	...	782	3,219	2,471	3	146	...	510	...	
		H. G. V. Native	1	47	34	6	3	...	984	...	135	1,119	991	5	390	...	510	...	
2	(h) to (n)	R. M. European	7	179	138	96	83	3,306	3,338	3,837	3,793	14,274	13,685	1	15	...	180	840	
		R. M. Native	4	210	164	76	71	960	485	1,470	1,944	4,859	4,708	2	110	...	902	...	
20	...	S. I. European	5	217	168	3	3	1,280	7,554	529	350	10,213	8,083	...	...	...	...	...	
		S. I. Native	1	32	32	...	...	113	561	...	129	803	561	...	...	...	...	...	
21	...	S. M. European	9	238	177	...	...	707	5,714	250	1,606	8,277	8,276	9	394	...	...	830	
		S. M. Native	6	193	163	96	37	150	1,121	400	1,066	2,737	2,513	1	121	...	...	159	
31	...	T. B. Native	1	...	...	13	7	...	61	22	...	83	83	...	...	...	...	...	
		Total ...	217	7,140	5,625	11,678	2,466	59,524	1,37,101	18,859	1,56,623	3,72,107	3,62,564	197	4,254	7	49,626	13,998	

APPENDIX 38.

History of open lines of railways, and of lines under construction or sanctioned for construction, on the 31st December 1907.

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APPENDIX 38.

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads } (a) \text{ to } (g)}$. **BENGAL-NAGPUR RAILWAY SYSTEM—**

Chairman—SIR SAMUEL HOARE, BART.

Managing Director—R. MILLER, ESQ.

Offices—132, Gresham House, Old Broad Street, London.

Lines comprising the system—The Bengal-Nagpur railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(a)	Bengal-Nagpur railway (5′ 6″ gauge)	1,421·93	361·40	1,783·33
	East Coast (State) railway, Northern section (5′ 6″ gauge)	311·93	...	311·93
(b)	Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge)	250·10	34·75	284·85
(c)	Mourbhanj railway (2′ 6″ gauge)	32·41	...	32·41
(d)	Parlakimedi Light railway (2′ 6″ gauge)	24·62	...	24·62
(e)	Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)	72·45	...	72·45
(f)	Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)	56·94	...	56·94
(g)	*Gondia-Chanda* (2′ 6″ gauge)	...	212·40	212·40
	Total	2,170·38	608·55	2,778·93

Running powers—

Home line over Foreign lines :—

	Miles.
At Katni, East Indian railway } for passenger and goods trains	0·30
At Asansol ,, ,, ,, }	0·50
At Howrah ,, ,, ,, for passenger trains only	1·00
At Nagpur, Great Indian Peninsula railway } for passenger and goods trains.	0·65
Waltair to Vizagapatam, including wharf and swamp lines, Madras railway, North-East line }	4·97
Total	7·42

Foreign line over Home line :—

Great Indian Peninsula railway at Katni (for passenger trains only)	1·60

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—

Details of construction—

The open mileage of the Bengal-Nagpur railway, 5′ 6″ gauge, amounts to 1,783·86 miles, which may be divided into (*1*) *Bengal-Nagpur railway proper*, main line (Asansol to Nagpur), 627 miles, branches, 794·93 miles; and (*2*) *Northern section of the old East Coast (State) railway*, main line (Barang to Waltair), 284·75 miles, branch, 27·18 miles. Of this 71·71 miles are double line.

Besides the above, 361·40 miles were sanctioned for construction, on 56·50 miles of which work has been commenced.

The construction of the first portion of the main line, Asansol to Nagpur, was sanctioned in 1884 and the main line was opened through in 1891. The Sini-Howrah section was opened in 1900.

Permanent-way.—The line is laid with 75-lb. and 85-lb. steel rails on transverse wooden, steel and cast iron pot sleepers.

Ballast.—The line is ballasted throughout with stone, except for a few miles on the Chakardharpore district where laterite is used.

Fencing.—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

Curves.—On the main line there are no curves sharper than 1,000 feet radius.

Gradients.—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction.

Terms of contracts—

The Bengal-Nagpur railway is worked under the following contracts :—

Contracts of—9th March 1887.—Bengal-Nagpur Railway Company's principal contract.

31st December 1891.—Contract for the construction and working of a branch line from Jharsuguda (Sambalpur Road) station on the main line to Sambalpur.

27th June 1901.—As to the raising of debenture capital for the construction of the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.

23rd January 1902.—Contract for the construction and working of the Raipur-Dhamtari (2′ 6″ gauge) feeder line with a branch to Rajim; an extension (5′ 6″ gauge) from Sini *viâ* Midnapore to Howrah, with branches from Midnapore to Cuttack and the Jharia coal-fields; a line (2′ 6″ gauge) from Gondia to Jubbulpore with branches from Nainpur to Mandla, Nainpur to Chhindwara; and for the working of the Northern section of the East Coast (State) railway as part of the undertaking.

The general conditions of the contracts are as follows :—

Government aid.—Government guarantee interest in sterling at 4 per cent. per annum on £3,000,000 share capital. On any further capital that may be required the guarantee to be 4 per cent. or such other rate as may be agreed upon.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of contracts.—The contracts provide for the Company raising £3,000,000; any further money required being provided either by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such periods and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contracts, all moneys raised by the Company become the absolute property of the Secretary of State.

Currency of contracts:—

(1) *Principal contract.*—Government may determine the contract by giving twelve months' previous notice on the 31st December 1913 or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line be worked at a loss. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay at par the amount of the share capital which has been paid in by the Company.

(2) *Sambalpur branch contract.*—The contract for this branch brings it within the provisions of the original contract of 9th March 1887; but provides that the Government may purchase the branch at any time after 1st January 1895 on giving twelve months' notice.

(3) *Contract of 23rd January 1902: Northern section, East Coast (State) railway.*—Government may, at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances, without compensation in respect of such retransfer.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railways the working expenses—which may include any single item of capital expenditure classed as a 'Minor work,' up to Rs. 1,000 but not exceeding Rs. 2,000 at the discretion of the Railway Board subject to a maximum charge on such account of Rs. 20 per mile of the open system in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision—three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between the Company and Government in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast (State) railway, bear to the gross earnings of the latter section.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates. The Madras Railway Company has the power to quote through rates in the direction of Madras from Bengal-Nagpur railway stations between Cuttack and Waltair. The Bengal-Nagpur Railway Company similarly has power to quote rates from Madras railway stations, Tadepalli and Cuttack, in the direction of Calcutta.

Statistics of working—See page 123.

1 (*b*) Jubbulpore-Gondia extension, Bengal-Nagpur railway (2′ 6″ gauge)—

Details of construction—

The open mileage of the Jubbulpore-Gondia extension amounts to 250·10 miles, which may be divided into main line (Jubbulpore to Gondia), 140·94 miles, and branches, 109·16 miles. Besides these 26·32 miles (Mandla branch) were under construction and work on 8·43 miles was held in abeyance. The construction of the line was sanctioned in 1901 and it was opened in July 1904.

Permanent-way.—The permanent-way consists of 41-lb. flat-footed steel rails on sál sleepers.

Ballast.—The line is ballasted with stone, except between Seoni and Chhindwara where good black basalt has been used.

Fencing.—Only important station yards are fenced.

Curves.—The sharpest curve is of 499 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working—See page 123.

1 (*c*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)—

Details of construction—

The open mileage of the line is 72·45 miles. It was sanctioned in 1905 and opened in 1907.

Permanent-way.—The line is laid with 40-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted with stone and gravel.

Fencing.—Only the important level crossings have posts and chains padlocked.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working.—See page 123.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

1 (*f*) Raipur-Dhamtari branch, Bengal-Nagpur railway, (2′ 6″ gauge)—

Details of construction—

This branch is 56·94 miles in length and consists of the main line (Raipur to Dhamtari), 45·74 miles, and the branch (Abhanpur to Rajim), 11·20 miles. It was sanctioned in 1897 and opened in 1900.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—Moorum or sand and stone in a few cuttings.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 409 feet radius, at Raipur station.

Gradients.—The ruling gradient of the line is 1 in 200.

Terms of contracts—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

Statistics of working.—

TABLE I.

[BENGAL-NAGPUR RAILWAY, INCLUDING THE NORTHERN SECTION OF THE EAST COAST (STATE) RAILWAY, THE JUBBULPORE-GONDIA EXTENSION, THE PURULIA-RANCHI AND THE RAIPUR-DHAMTARI BRANCHES.]

Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879	28,62,990	...	...	...	83,911	...	—83,911
1880	55,49,511	1,03,952	28,215	0·51	1,58,804	...	—1,30,589
1881	73,65,710	2,81,529	66,056	0·90	2,62,932	...	—1,96,876
1882	90,64,388	6,04,386	1,89,171	2·09	3,39,967	...	—1,50,796
1883	96,43,590	13,20,021	6,83,860	7·09	3,73,283	...	+3,10,577
1884	1,06,34,112	13,23,014	6,53,030	6·19	4,24,400	...	+2,33,630
1885	1,50,66,406	14,14,889	4,98,575	3·28	5,86,281	...	—92,706
1886	1,81,70,455	14,24,531	5,33,514	2·94	7,29,554	..	—1,96,040
1887	2,42,80,937	14,47,705	3,03,207	1·25	13,35,563	...	—10,32,356
1888	5,23,92,291	16,09,195	5,21,978	1·00	24,11,218	...	—18,89,240
1889	7,08,75,456	20,40,944	4,03,160	0·57	29,96,364	...	—25,93,204
1890	9,14,66,762	23,64,578	5,47,463	0·67	33,88,852	...	—28,41,389
1891	9,08,04,164	54,57,356	26,84,453	2·96	35,05,676	...	—8,21,223
1892	9,56,14,736	60,33,562	30,06,166	3·15	39,05,345	...	—8,97,179
1893	9,80,08,424	64,17,751	32,62,220	3·33	43,97,594	...	—11,35,374
1894	9,81,73,789	66,90,648	32,53,414	3·32	45,83,903	...	—13,25,579
1895	9,88,94,777	68,74,740	35,41,444	3·58	48,56,600	...	—13,15,356
1896	11,05,30,319	63,68,525	29,27,869	2·65	48,27,504	...	—18,99,635
1897	13,04,58,784	62,00,309	29,79,559	2·28	51,35,240	...	—21,55,681
1898	14,67,03,520	68,79,193	33,63,854	2·29	54,23,186	...	—20,59,332
1899	16,65,90,365	90,73,460	47,21,814	2·83	59,75,853	...	—12,54,039
1900	17,41,74,604	1,29,75,223	77,19,050	4·43	64,90,637	2,24,886	+ 9,97,577
1901	21,28,65,061	1,30,77,769	61,48,648	2·89	79,88,163	...	—18,39,515
1902	23,05,09,658	1,42,18,227	69,37,742	3·01	85,44,311	...	—16,06,569
1903	24,97,58,940	1,55,47,702	70,45,255	2·82	89,66,131	...	—19,20,876
1904	26,14,35,458	1,89,12,137	95,87,320	3·67	95,41,624	...	+45,702
1905	27,33,72,570	2,45,70,900	1,34,04,052	4·90	1,00,32,315	6,73,547	+26,98,187
1906	28,49,45,582	2,69,47,161	1,41,51,252	4·97	1,08,41,729	7,69,268	+30,40,205
1907	30,91,90,534	2,89,80,537	1,48,16,149	4·80	1,07,13,305	9,15,910	+32,16,934

TABLE II.

Calendar year.	Nagpur-Chattisgarh, 3′ 3⅜″.		Katni-Umaria, 5′ 6″.		(*a*) Bengal-Nagpur, 5′ 6″.		(*b*), (*c*) & (*f*) Jubbulpore-Gondia extension, Purulia-Ranchi and Raipur Dhamtari branches 2′ 6″.	
	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	Rs.		Rs.		Rs.		Rs.	
1879	...	...	...	...	...	...	...	...
1880	51	79·54	...	...	...	...	...	...
1881	87	76·53	...	...	...	...	...	...
1882	114	68·70	...	...	...	...	...	...
1883	170	48·19	...	...	...	...	...	...
1884	171	57·32	...	...	...	...	...	...
1885	183	65·12	...	...	...	...	...	...
1886	184	62·51	37	104·35	...	...	...	...
1887	177	59·09	41	116·41	...	...	...	...
1888	...	...	...	...	164	67·56	...	...
1889	...	...	...	...	134	80·25	...	...
1890	...	...	...	...	101	80·89	...	...
1891	...	...	...	...	129	50·81	...	...
1892	...	...	...	...	141	50·55	...	...
1893	...	...	...	...	144	49·17	...	...
1894	...	...	...	...	149	51·30	...	...
1895	...	...	...	...	153	48·49	...	...
1896	...	...	...	...	142	54·03	...	...
1897	...	...	...	...	138	51·94	...	...
1898	...	...	...	...	143	51·10	...	...
1899	...	...	...	...	152	47·96	...	...
1900	...	...	...	...	207	40·56	...	...
1901	...	...	...	...	181	52·88	25	72·13
1902	...	...	...	...	176	51·09	21	77·27
1903	...	...	...	...	178	54·63	21	61·98
1904	...	...	...	...	210	48·97	31	67·32
1905	...	...	...	...	270	44·53	42	71·83
1906	...	...	...	...	295	46·88	56	65·56
1907	...	...	...	...	303	48·24	72	61·31

1 (*g*) Mourbhanj railway (2′ 6″ gauge)—

Details of construction—

This railway is 32·41 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

Ballast.—The line is ballasted with screened laterite, gravel and broken laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (g)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*concld.*

1 (*c*) Mourbhanj railway (2′ 6″ gauge)—*concld.*

Terms of contract—

The line is worked under an agreement between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company, approved in Railway Board's letter No. 223 R.T. of the 10th March 1905.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Maharaja of Mourbhanj.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

Statistics of working—

	Table I.				Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	P centage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1905	6,29,160	31,494	9,444	1·50	19	70·01
1906	6,76,547	44,825	21,888	3·24	27	51·17
1907	7,12,765	43,632	21,567	3·03	26	50·46

1 (*d*) Parlakimedi Light railway (2′ 6″ gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur railway from the 1st January 1902.

Details of construction—

This railway is 24·62 miles long. Its construction was sanctioned in 1898 and it was opened in 1900. It runs from Naupada to Parlakimedi.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on transverse wooden sleepers.

Ballast.—The line is ballasted throughout with laterite, gravel and stone.

Fencing.—Short lengths of fencing have been provided in a few places where the railway in cutting runs alongside the road.

Curves.—There are no curves of less than 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The Parlakimedi Light railway is worked under an agreement, dated the 24th January 1905, between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Raja of Parlakimedi.

Currency of agreement.—The agreement is terminable on 31st December of any year on three months' previous notice.

Terms of working.—Actual cost.

Rates and fares.—To be fixed by the Company.

Statistics of working—

	Table I.				Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3)	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1903	7,10,974	16,633	—9,267	...	13	155·70
1904	7,10,974	20,675	—1,301	...	16	106·29
1905	7,12,466	27,181	+4,479	0·63	21	83·52
1906	7,12,466	21,494	—9,702	...	17	145·14
1907	7,12,602	25,440	—5,877	...	20	123·11

1 (*g*) Gondia-Chanda railway (2′ 6″ gauge)—

Details of construction—

This railway, which runs from Gondia to Chanda (148·65 miles), with a branch from Nagbhir to Nagpur (63·75 miles) total length 212·40 miles, was sanctioned in 1904 and work was started in November 1905.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—**

Chairman—COLONEL SIR W. S. S. BISSET, K.C.I.E., R.E.

Secretary—COLONEL W. V. CONSTABLE, R.E.

Offices.—Gloucester House, Bishopsgate Street without, London, E.C.

Lines comprising the system—The Bombay, Baroda and Central India railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(a) Bombay, Baroda and Central India railway	(5′ 6″ gauge) 465·12 (3′ 3⅜″ gauge) 39·23	504·35	...	504·35
(b) Godhra-Ratlam-Nagda railway	(5′ 6″ gauge)	141·14	...	141·14
(c) Nagda-Muttra railway	(5′ 6″ gauge)	101·00	239·47	340·47
(d) Nagda-Ujjain railway	(5′ 6″ gauge)	34·32	...	34·32
(e) Petlad-Cambay railway (Anand-Tarapur section)	(5′ 6″ gauge)	21·50	...	21·50
(f) Petlad-Cambay railway (Tarapur-Cambay section)	(5′ 6″ gauge)	12·30	...	12·30
(g) Tapti Valley railway	(5′ 6″ gauge)	155·48	...	155·48
(h) Ahmedabad-Dholka railway	(3′ 3⅜″ gauge)	33·50	...	33·50
(i) Ahmedabad-Parantij railway	(3′ 3⅜″ gauge)	54·70	...	54·70
(j) Gaekwar's Mehsana railway	(3′ 3⅜″ gauge)	92·63	45·84	138·47
(k) Jaipur (Siwai-Madhopur) railway	(3′ 3⅜″ gauge)	72·84	...	72·84
(l) Palanpur-Deesa railway	(3′ 3⅜″ gauge)	17·28	...	17·28
(m) Rajputana-Malwa railway	(3′ 3⅜″ gauge)	1,778·06	...	1,778·06
(n) Vijapur-Kalol-Kadi railway	(3′ 3⅜″ gauge)	41·37	...	41·37
(o) Gaekwar's Dabhoi railway	(2′ 6″ gauge)	94·48	...	94·48
(p) Rajpipla railway	(2′ 6″ gauge)	37·37	...	37·37
(q) *Kosamba-Zankavav railway*	(2′ 6″ *gauge*)	...	26·44	26·44
	Total	3,192·32	311·75	3,504·07

Running powers—

Home line over foreign line —

	Miles.
Dadar Junction to Carnac Bridge, Great Indian Peninsula railway (for goods trains only)	4·39

Foreign lines over home line :—

East Indian railway, Agra East Bank to Agra Fort (for goods trains only)	1·00
Great Indian Peninsula railway at Ujjain (for passenger and goods trains)	0·24
" " " Dadar Junction to Colaba (for goods trains only)	7·25
" " " at Agra (for passenger and goods trains)	2·89
Total	11·38

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage amounts to 504·35 miles, which may be divided into 389·35 miles of main line and 115 miles of branches. 251·90 miles are double line.

First sanction to the construction of the main line [Bombay (Colaba) to Wadhwan] was accorded in 1856 and the line was opened throughout in 1872.

Permanent-way.—The main line is laid with 69-lb. double-headed, 82-lb. bull-headed and 90-lb. flat-footed steel rails on creosoted pine and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 41¼-lb., 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers.

Ballast.—The line is mostly ballasted with broken stone, gravel and shingle.

Fencing.—The line is fenced throughout except the Patri branch.

Curves.—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Patri branch of 2,865 feet radius, and on the Godhra-Baroda Chord of 1,910 feet radius.

Gradients.—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 and of 1 in 100 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80 ; on the Patri branch and the Godhra-Baroda Chord it is 1 in 300, except for short lengths of 1 in 200 on the latter.

Terms of contract—

The railway is worked under the following contract :—

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, which, on the 31st December 1905, were worked by the late Guaranteed Company.

The general conditions of the contract are as follows :—

Government aid.—Government to pay interest at 3 per cent. per annum on the share and stock capital of £2,000,000 of the new Company. All capital moneys required for the purposes of the Bombay, Baroda and Central India railway, and of the Rajputana-Malwa railway, so long as it shall form part of the undertaking, to be either provided by Government at such rate of interest as will from time to time be agreed upon or raised by the Company by the issue of further capital stock or of debentures or debenture stock on such terms as to interest as will be determined by Government.

Terms of contract.—The line was purchased from the Bombay, Baroda and Central India Guaranteed Railway Company by the Secretary of State on the 31st December 1905, when all the contracts then subsisting between the Secretary of State and that Company were determined and the railway was worked temporarily with effect from the 1st January 1906, under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract which was executed on the 8th April 1907. The purchase price was fixed at the sum of £11,685,581 and the Secretary of State agreed to create and issue to the Company on the 31st December 1905 India 3 per cent. stock to the amount of £10,089,146 in satisfaction of £9,685,581, part of the purchase price, the Company raising a new stock capital of £2,000,000.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—*contd.*

Terms of contract—*contd.*

Currency of contract.—The contract may be determined by either party on the 31st December 1930 or on the 31st December in any succeeding fifth year by giving to the other party in England twelve calendar months' notice in writing of this intention.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the undertaking, *i.e.*, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, there will be deducted—

(*i*) the working expenses of the undertaking which may include any single item of capital expenditure to be classed as a new minor work which is not to exceed the limits laid down for each line subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(*ii*) the amount by which the gross earnings of the subsidiary lines forming part of the undertaking exceed the sums payable to the Company in respect of the working of the subsidiary lines;

(*iii*) rebate payable to the Tapti Valley, Ahmedabad-Parantij and Ahmedabad-Dholka railways;

(*iv*) payment to the Secretary of State of a sum of Rs. 2,00,00,000 per annum;

(*v*) payment to the Secretary of State of the interest payable on any capital stock or debenture stock created and issued after the 31st December 1905 in excess of £2,000,000 and interest on amounts provided by the Secretary of State for capital expenditure on the Bombay, Baroda and Central India and the Rajputana-Malwa railways after the 31st December 1905.

If the net earnings of the undertaking for any calendar year exceed the payments as detailed above for the same period, the surplus arising from such excess is to be applied in payment of surplus profits to the Company in the following proportions :—

One-tenth part of the total surplus, provided that if the $\frac{1}{10}$th part of the total surplus exceeds in any year ½ per cent. on the average amount of the capital stock of the Company in existence during the year then the share of the Company in such surplus will be $\frac{1}{10}$th part of so much surplus as will be required to make the Company's $\frac{1}{10}$th share thereof ½ per cent. on the average amount of the capital stock and $\frac{1}{15}$th part of the residue of the surplus. The Secretary of State will be entitled to so much of the surplus as will not belong to the Company.

In the event of the Rajputana-Malwa railway ceasing to form part of the undertaking the amount to be paid to the Secretary of State under (iv) above shall be reduced from Rs. 2,00,00,000 to Rs. 70,00,000 per annum.

Rates and fares.—The Secretary of State will from time to time authorize maxima and minima rates within which the Company will be entitled to charge the public for services rendered by way of or in connection with the conveyance of passengers or goods on the undertaking.

Statistics of working—

TABLE I.

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Guaranteed interest (converted at current rates of exchange up to 1905).	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879	8,54,16,162	71,52,788	32,18,354	3·76	43,69,254	...	−11,55,900
1880	8,47,31,626	82,44,376	47,34,654	5·58	43,69,254	5,83,846	−2,18,446
1881	8,66,45,448	97,45,133	56,78,755	6·55	43,69,254	8,30,798	+4,78,703
1882	8,75,89,091	1,01,76,190	50,15,619	5·73	43,07,734	8,06,346	−98,461
1883	8,89,91,377	1,19,22,209	67,16,067	7·63	43,38,189	11,44,829	+12,33,049
1884	9,02,69,608	1,21,95,590	68,87,562	7·63	40,99,341	13,17,768	+5,70,433
1885	9,22,58,636	1,31,40,336	74,01,987	8·02	52,35,189	14,57,541	+7,09,257
1886	9,16,82,002	1,35,05,635	78,73,228	8·50	55,87,440	16,97,985	+5,87,803
1887	9,32,12,200	1,21,64,856	69,98,127	7·50	57,17,318	12,56,055	+24,754
1888	9,45,87,348	1,27,38,993	70,48,164	7·45	60,29,893	12,68,879	−2,50,608
1889	9,49,45,797	1,32,34,371	75,41,081	7·94	61,10,257	14,86,390	−55,566
1890	9,53,16,045	1,29,40,370	74,23,195	7·79	54,66,227	14,22,120	+5,34,848
1891	9,55,86,799	1,41,37,769	82,25,120	8·60	58,61,896	18,06,348	+5,56,776
1892	9,55,28,735	1,42,44,478	81,30,959	8·51	65,57,945	17,36,735	−2,13,741
1893	9,62,57,802	1,50,96,045	95,78,044	9·95	66,44,227	25,09,537	+4,24,280
1894	9,77,45,855	1,59,48,484	1,00,70,974	10·30	76,09,071	27,35,713	−2,73,810
1895	9,97,90,965	1,75,55,067	1,09,37,063	10·96	77,03,258	31,37,619	+96,186
1896	10,31,57,107	1,62,03,933	89,00,862	8·60	73,03,613	20,78,128	−4,80,579
1897	10,63,10,220	1,42,61,293	64,70,202	6·09	69,36,853	9,51,545	−14,18,196
1898	10,85,60,144	1,58,62,726	87,42,205	8·05	67,37,071	19,48,477	+5,657
1899	11,10,78,858	1,74,65,045	92,90,365	8·15	67,46,668	21,68,922	+3,74,775
1900	11,60,94,044	1,75,98,486	82,28,632	7·08	68,35,449	15,68,577	−1,75,394
1901	11,95,61,023	1,59,38,796	87,53,789	7·32	70,04,569	18,11,090	−62,670
1902	12,18,78,965	1,57,43,536	79,37,622	6·51	71,28,187	12,93,644	−4,34,209
1903	12,37,33,339	1,69,63,028	84,95,201	6·87	72,59,871	15,12,518	−2,77,188
1904	12,44,90,478	1,78,23,863	93,87,312	7·54	73,86,912	18,91,136	+1,09,264
1905	12,52,43,397	1,93,82,065	1,08,90,184	8·70	73,82,579	26,03,049	+9,04,506
1906	12,55,08,078	1,99,81,754	1,05,39,688	8·40	72,58,353	3,95,833	+28,55,502
1907	12,88,84,026	2,10,78,442	1,18,30,851	9·22	71,98,558	4,52,599	+42,29,694

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*a*) Bombay, Baroda and Central India railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—*concld.*

TABLE II.

Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	Rs.			Rs.			Rs.			Rs.	
1860 . .	49	70·17	1872 . .	290	59·97	1884 . .	509	42·95	1896 . .	676	45·07
1861 . .	73	54·97	1873 . .	260	59·23	1885 . .	548	43·11	1897 . .	595	54·63
1862 . .	94	50·14	1874 . .	565	52·12	1886 . .	564	41·12	1898 . .	662	44·89
1863 . .	138	49·51	1875 . .	285	54·41	1887 . .	508	41·89	1899 . .	729	46·81
1864 . .	156	85·33	1876 . .	296	54·74	1888 . .	532	44·11	1900 . .	734	52·50
1865 . .	223	63·83	1877 . .	345	41·97	1889 . .	552	42·44	1901 . .	665	44·06
1866 . .	273	71·93	1878 . .	298	46·61	1890 . .	540	42·06	1902 . .	659	49·00
1867 . .	291	66·56	1879 . .	309	46·97	1891 . .	590	41·23	1903 . .	753	49·46
1868 . .	287	73·66	1880 . .	355	42·57	1892 . .	594	42·92	1904 . .	718	47·12
1869 . .	307	74·32	1881 . .	423	41·04	1893 . .	630	36·55	1905 . .	780	43·78
1870 . .	327	60·54	1882 . .	427	50·76	1894 . .	665	36·85	1906 . .	809	47·27
1871 . .	300	59·93	1883 . .	497	43·10	1895 . .	732	37·69	1907 . .	852	43·48

2 (*b*) Godhra-Rutlam-Nagda railway (5′ 6″ gauge)—

Details of construction—

This railway is 141·14 miles long. Its construction was sanctioned in 1890 and it was opened throughout in 1896.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel, deodar and creosoted pine sleepers.

Ballast.—The line is ballasted throughout with broken stone and gravel.

Fencing.—There are 76½ miles of fencing. The rest of the line is unfenced except in station yards.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200, with short lengths of 1 in 100, and from 1 in 101 to 1 in 150, between Godhra and Jekot.

Terms of contracts—

This is a State line and is worked as a part of the Rajputana-Malwa railway under the contracts and conditions embodied in the contract of the 8th April 1907 between the Secretary of State and the Bombay, Baroda and Central India Railway Company.

Statistics of working—

Included with the Rajputana-Malwa railway.

2 (*c*) Nagda-Muttra railway (5′ 6″ gauge)—

This railway is being constructed by the State, to be worked provisionally by the Bombay, Baroda and Central India Railway Company.

Details of construction—

The present open mileage from Nagda to Morak amounts to 101 miles; the sanction to its construction was given in 1905 and it was opened in 1907. The section from Morak to Muttra, 239·47 miles, was under construction.

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian sleepers.

Ballast.—Broken stone.

Fencing.—The line is not yet fenced.

Curves.—The sharpest curve is of 1,275 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The open sections of the line are being worked by the Bombay, Baroda and Central India Railway Company, on the basis of actual charges incurred under the different abstracts. This provisional arrangement will hold good until the line is opened throughout.

Statistics of working—

TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1907 . .	2,76,57,016	70,180	7,610	0·10	8,09,524	—8,01,914	57	89·15

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (g)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*d*) Nagda-Ujjain railway (5′ 6″ gauge)—

Details of construction—

This railway is 34·32 miles long. Its construction was sanctioned in 1894, and it was opened throughout in 1896.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

Ballast.—The line is ballasted with broken stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Gwalior State and worked under the following:—

Agreement of—15th July 1896 (between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows:—

Government aid.—Nil. The line is the property of the Gwalior State.

Currency of agreement.— } The agreement may be terminated at any time on one year's notice from either
Power to determine agreement.— } party expiring on the 30th June or 31st December in any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Nagda-Ujjain railway.

Rates and fares.—Conform generally to those in force on the Godhra-Ratlam-Nagda railway.

Statistics of working—

	Table I.				Table II.	
Calendar year.	Total capital outlay, to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1895	5,33,560	...	...	...	...	...
1896	20,71,251	40,701	17,762	0·86	49	56·36
1897	22,19,919	1,04,639	47,756	2·15	58	54·36
1898	22,31,596	1,20,627	71,509	3·20	73	44·83
1899	22,34,346	1,47,175	77,782	3·48	83	47·18
1900	22,29,753	2,51,783	1,20,956	5·42	141	51·96
1901	22,31,932	1,12,366	67,208	3·01	63	40·19
1902	22,30,663	1,57,211	85,851	3·83	88	45·39
1903	22,41,230	1,20,951	62,949	2·81	68	47·95
1904	22,41,231	1,23,654	66,441	2·96	69	46·27
1905	22,40,441	1,71,435	99,907	4·46	96	41·72
1906	22,40,441	1,71,491	91,060	4·06	96	46·99
1907	22,40,441	1,99,985	1,06,620	4·76	112	46·69

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—

Details of construction—

This section of the Petlad-Cambay railway is 21·50 miles long. Its construction was sanctioned in 1888, and it was opened throughout in 1901.

Permanent-way.—The permanent-way consists of 66½-lb. flat-footed steel rails on steel sleepers from Anand to Petlad and on creosoted pine sleepers from Petlad to Tarapur.

Ballast.—The line is ballasted with gravel.

Fencing.—Thirteen miles, between Anand and Petlad, are fenced. The rest of the line is unfenced, except in station yards.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 200.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*e*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—*concld.*

Terms of contracts—

The line is owned by the Baroda State and worked under the following :—

Agreement of—5th May 1890 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Baroda State.

Currency of agreement.— } Either party may terminate the agreement at any time on giving one year's
Power to determine agreement.— } notice.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Anand-Tarapur section.

Rates and fares.—To be fixed from time to time by the Company with the approval of His Highness' Government and, as far as possible, to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

Calendar year.	TABLE I.				TABLE II.			
					Gaekwar's Petlad, 5′ 6″.		Petlad-Cambay (Anand-Tarapur section), 5′ 6″.	
	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)	(3)	(4)
	Rs.	Rs.	Rs.		Rs.		Rs.	
1888	11,030	...	...	...	...	...	...	...
1889	4,71,822	...	...	...	...	...	...	...
1890	6,47,922	32,649	20,870	3·22	71	36·08	...	...
1891	7,10,118	59,113	36,346	5·12	85	38·51	...	...
1892	7,11,031	61,243	34,757	4·89	88	43·25	...	...
1893	7,12,768	63,953	40,627	5·70	92	36·47	...	...
1894	7,23,482	69,668	44,037	6·09	100	36·79	...	...
1895	7,23,189	73,891	46,584	6·44	106	36·96	...	...
1896	7,23,616	1,17,540	82,847	11·45	169	29·52	...	...
1897	7,55,769	64,737	33,946	4·49	93	47·56	...	...
1898	7,49,047	51,121	23,156	3·76	74	44·92	...	...
1899	7,52,439	70,668	39,312	5·22	102	44·37	...	...
1900	7,52,097	88,481	41,713	5·55	127	52·86	...	...
1901	11,86,381	93,233	51,769	4·36	...	...	101	44·47
1902	11,85,930	1,05,951	56,818	4·79	...	...	95	46·37
1903	11,48,092	98,451	50,289	4·38	...	...	88	48·92
1904	11,46,552	1,20,974	64,876	5·66	...	...	108	46·37
1905	11,31,273	1,40,463	81,966	7·25	...	...	126	41·65
1906	11,30,873	1,39,209	78,634	6·51	...	...	124	47·11
1907	11,30,869	1,66,978	88,288	7·81	...	...	149	47·13

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—

Details of construction—

This section of the Petlad-Cambay railway is 12·30 miles long. It was sanctioned in 1899 and was opened to Cambay in 1901.

Permanent-way.—The permanent-way consists of 66¼-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with gravel.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 600, with a short bit of 1 in 200 between Sayama and Cambay.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*f*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—*concld.*

Terms of contracts—

The line is owned by the Cambay State and worked under—

Agreement of—17th May 1902 (between the Cambay State and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows :—

Government aid.—Nil. The line is the property of the Cambay State.

Currency of agreement.— } The agreement may be terminated at any time on one year's notice from either
Power to determine agreement.— } party, expiring on the 30th June or 31st December in any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Tarapur-Cambay railway.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Cambay State, and, as far as possible, to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

	Table I.				Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1901	7,49,676	12,011	5,950	0·79	40	50·46
1902	7,49,676	25,497	13,622	1·81	45	46·57
1903	7,49,676	25,151	12,803	1·71	44	49·10
1904	7,68,728	32,199	17,276	2·25	57	46·35
1905	8,06,482	33,638	19,603	2·43	59	41·72
1906	8,11,255	34,531	18,265	2·25	55	47·11
1907	8,10,876	42,318	22,355	2·76	66	47·17

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—

Details of construction—

This railway connects Kankra Khari, a station on the main line of the Bombay, Baroda and Central India railway, with Amalner. It is 155·48 miles long. It was sanctioned in 1896 and opened in 1900.

Permanent-way.—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—Only station yards and important level crossings are fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Tapti Valley Railway Company and worked under the following contracts :—

Contracts of—28th August 1896 (between the Secretary of State and the Tapti Valley Railway Company) for construction.

30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

26th August 1907 (between the Secretary of State and the Tapti Valley Railway Company) as to working charges.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (g)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*g*) Tapti Valley railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tapti Valley railway, so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, *plus* a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory was provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1921, or at the end of any subsequent period of 10 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company nor be less than such capital expenditure; or Government may determine them on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contract.—Nil.

Terms of working.—Government undertake to construct (from funds supplied by the Company), work and maintain the line through State or other agency, the necessary rolling-stock being supplied by the working agency. The general working expenses of the system, excluding the 2′ 6″ gauge lines, are divided in proportion to the gross earnings of the component parts, the Tapti Valley railway being debited with the share thus arrived at (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), subject to a maximum charge of 44 per cent. of its gross earnings for the year. The residue of the gross earnings is payable to the Tapti Valley Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from B., B. & C. I. Ry.	Total income.	Percentage of total income on total capital outlay given in column (2).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1896	8,390	...	...	...	...	...	...	The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901.	...	...
1897	20,96,294	...	...	...	...	...	...		...	...
1898	82,70,413	2,836	...	...	...	...	...		18	48·70
1899	1,21,09,133	2,42,593	...	...	...	...	...		71	47·40
1900	1,28,31,291	6,68,475	...	...	...	...	...		84	44·00
1901	1,29,18,730	6,00,553	3,42,243	2·65	33,226	3,75,469	2·90	Excluding interest, Rs. 4,483, on the capital cost of works at Amalner junction, the percentage of total income on capital outlay in 1903 was 4·00.	74	43·07
1902	1,29,70,581	8,26,485	4,64,242	3·57	45,196	5,09,438	3·92		102	43·95
1903	1,30,02,400	8,62,753	4,83,142	3·72	40,258	5,23,400	4·03		107	44·00
1904	1,30,77,018	6,58,740	3,68,894	2·82	28,441	3,97,335	3·04		81	44·00
1905	1,30,88,629	10,11,222	5,86,921	4·49	2,928	5,89,849	4·51		125	41·95
1906	1,30,82,853	11,34,712	6,35,460	4·86	....	6,35,460	4·86		140	44·00
1907	1,30,97,236	10,34,612	5,79,383	4·42	....	5,79,383	4·42		123	44·00

2 (*h*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—

Details of construction—

This railway connects Sabarmati, a station on the Rajputana-Malwa railway, with Dholka. It is 33·50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on deodar sleepers.

Ballast.—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*h*) Ahmedabad-Dholka railway (3' 3⅜" gauge)—*concld.*

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—25th March 1902 (between the Secretary of State and the Ahmedabad-Dholka Railway Company) for construction.

18th July 1902 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions of the contracts are as follows :—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Dholka railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 30th June 1922 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2' 6" gauge lines, proportionate to its total earnings, but not exceeding 44 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Dholka Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maxima and minima rates and fares in force on the undertaking.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from Bombay, Baroda and Central India railway.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	10,13,420	64,261	35,986	3·55	...	35,986	3·55	45	44·00
1904	10,17,308	99,044	55,465	5·45	...	55,465	5·45	57	44·00
1905	10,44,995	98,214	57,203	5·47	...	57,203	5·47	56	41·76
1906	10,83,722	1,00,743	56,418	5·21	...	56,418	5·21	58	44·00
1907	11,11,330	1,15,159	64,489	5·80	...	64,489	5·80	66	44·00

2 (*i*) Ahmedabad-Parantij railway (3' 3⅜" gauge)—

Details of construction—

This railway connects Ahmedabad, a station on the Bombay, Baroda and Central India railway, with Idar Road. It is 54·70 miles long. Its construction was sanctioned in 1896 and it was opened in 1897.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted with kunkur, sand and stone.

Fencing.—Only station yards are fenced.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*i*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

The Ahmedabad-Parantij railway is worked under the following contracts:—

Contracts of—18th March 1896 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) for construction.

4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

17th September 1907 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) as to working charges.

The general conditions of the contracts are as follows:—

Government aid.—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parantij railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

Currency of contracts.—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not, exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such capital expenditure; or Government may determine them on the 31st December 1946 paying the Company in rupees an amount equal to the total capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2′ 6″ gauge lines, proportionate to its total earnings but not exceeding 44 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Parantij Railway Company.

Rates and fares.—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

Statistics of working—

Table I.								Table II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from B., B. & C. I. Ry.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1896	13,12,752	...	...	...	...	...	...	...	...
1897	19,42,211	69,069	36,665	1·89	...	36,665	1·89	46	46·92
1898	19,42,971	1,49,790	85,836	4·42	...	85,836	4·42	53	42·70
1899	19,49,616	2,10,634	1,21,687	6·24	...	1,21,687	6·24	74	42·23
1900	19,55,305	2,65,105	1,55,952	7·98	...	1,55,952	7·98	93	41·17
1901	19,49,855	1,77,438	99,365	5·10	...	99,365	5·10	62	44·00
1902	19,70,012	1,79,794	1,00,685	5·11	...	1,00,685	5·11	63	40·04
1903	19,88,859	1,50,112	84,063	4·45	...	84,063	4·45	53	44·00
1904	19,89,045	1,86,227	1,04,287	5·24	...	1,04,287	5·24	65	44·00
1905	19,91,753	1,98,713	1,15,469	5·80	...	1,15,469	5·80	70	41·89
1906	19,93,023	2,20,934	1,23,727	6·19	...	1,23,727	6·19	78	44·00
1907	20,08,966	2,64,637	1,48,197	7·38	...	1,48,197	7·38	93	44·00

2 (*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—

Details of construction—

The total length of this railway is 92·63 miles. It consists of three branches, Mehsana to Kheralu, 27·73 miles, Mehsana to Viramgam, 40·21 miles, and Mehsana to Patan, 24·69 miles. The first branch was opened throughout in 1888 and the other two in 1891.

Besides the above 45·84 miles were under construction.

Permanent-way.—The Kheralu and Viramgam branches are laid with 41¼-lb. flat-footed steel rails on transverse steel and deodar sleepers. The Mehsana-Patan section is laid with 40-lb. iron rails on deodar sleepers, except in station yards and for the first 3 miles which are laid with 41¼-lb. steel rails.

Ballast.—The line between Mehsana and Kheralu is ballasted with sand and the rest with kunkur.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (g)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*j*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Fencing.—The whole line, except 41¼ miles which are fenced by wire, was originally fenced with cactus; but this has in several places been entirely destroyed by floods and locusts and what remains is much broken up.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following:—

Agreement of—1st July 1891 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contracts of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section).

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1887	13,55,492	27,890	5,564	0·41	33	80·05
1888	9,16,565	47,502	16,672	1·82	43	64·90
1889	11,18,446	53,290	20,248	1·82	37	61·82
1890	25,44,340	59,241	23,308	0·92	41	60·66
1891	29,04,050	1,94,247	1,05,801	3·64	49	45·53
1892	29,71,610	2,58,963	1,53,005	5·15	54	40·92
1893	30,26,752	3,36,859	1,98,250	6·55	70	41·12
1894	30,94,578	3,79,972	2,36,337	7·64	79	37·79
1895	32,55,044	3,58,444	2,02,440	6·22	70	40·18
1896	32,61,448	4,23,283	2,71,262	8·32	88	35·91
1897	32,63,900	3,39,125	1,13,858	3·63	70	46·58
1898	32,82,612	3,46,491	1,99,052	6·07	72	42·55
1899	32,83,612	3,76,160	2,16,654	6·60	79	42·40
1900	33,01,950	4,28,545	2,36,754	7·17	89	44·75
1901	33,48,911	3,92,227	2,15,111	6·42	81	45·16
1902	33,63,329	3,74,515	1,98,977	5·92	78	46·87
1903	33,78,132	3,47,083	1,77,466	5·25	72	48·87
1904	33,95,678	3,82,249	2,04,906	6·06	79	46·39
1905	34,36,885	4,52,184	2,62,904	7·65	94	41·86
1906	42,78,388	4,20,777	2,24,124	5·35	87	46·74
1907	50,55,781	4,34,903	2,30,317	4·56	90	47·04

2 (*k*) Jaipur (Siwai Madhopur) railway (3′ 3⅜″ gauge)—

Details of construction—

From Jaipur the Rajputana-Malwa railway is utilized as far as Sanganer, from which station this railway actually starts. The open mileage (Sanganer to Siwai Madhopur) is 72·84 miles. It was sanctioned in 1897 and was opened through in 1907.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced except at stations and at points where the line crosses the main road.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The limiting gradient is 1 in 250 in the down direction and 1 in 200 in the up direction.

Terms of contracts—

The railway is owned by the Jaipur State and worked by the Bombay, Baroda and Central India Railway Company under—

(1) *Agreement of*—11th September 1906 (between the Jaipur Durbar and the Bombay, Baroda and Central India Railway Company) for working, and

(2) Railway Board's letter No. 1310 R.T. of 30th October 1907, as to the payment of rebate.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*k*) Jaipur (Siwai Madhopur railway) (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions are as follows:—

Government aid.—Out of the Government share of the net earnings of the Rajputana-Malwa railway, a rebate is allowed up to 10 per cent. of the net earnings of the main line from traffic interchanged with the Jaipur railway to such extent as is necessary to make up, together with the net earnings of the Jaipur railway, an amount sufficient to give a return of 3½ per cent. per annum on the capital expenditure incurred.

Currency of agreement.—The agreement remains current for 2 years from the 17th October 1907, after which either party may terminate it on giving 12 calendar months' notice expiring on the 30th June or 31st December of any year.

Terms of working.—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 2,000 subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) in proportion to the total earnings of the Jaipur railway.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Jaipur Durbar.

Statistics of working—

	Table I.				Table II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1905	13,20,421	12,299	6,779	0·51	52	44·88
1906	14,77,188	63,943	36,617	2·48	41	46·89
1907	23,42,013	97,754	49,708	2·12	46	49·14

2 (*l*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—

Details of construction—

This railway is 17·28 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 40-lb. flat-footed iron rails, except in station yards and the first 3 miles of line which are laid with 41½-lb. steel rails. The rails are laid on Denham-Olpherts' plate, cast iron pot, and steel dish cover sleepers.

Ballast.—The line is ballasted with stone and sand.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under—

Terms contained in Despatch No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and Despatch No. 62 Ry., dated the 23rd June 1892, from the Secretary of State to the Government of India.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to working.

The general conditions are as follows:—

Government aid.—The line is owned jointly by Government and the Palanpur Durbar.

Currency of contract.—The contract is coterminous with the Company's contract for working the Rajputana-Malwa railway.

Power of Company to surrender contract.—Nil.

Terms of working.—The railway is debited with a share of the working expenses of the system, excluding the 2′ 6″ gauge lines, in proportion to the total earnings of the Palanpur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Palanpur Durbar in proportion to the capital provided by each after excluding from the Government capital the sum of Rs. 25,117, the extra expenditure incurred in providing a 5′ 6″ gauge sub-structure.

Rates and fares.—Same as on the Rajputana-Malwa railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (*l*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.		Gross earnings.	Net earnings.		Percentage of net earnings on total capital outlay given in columns (2) and (3).		Interest on Government capital.	Gain or loss to Government *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
	Contributed by the Palanpur Durbar.	Contributed by Government.		Attributable to the Durbar.	Attributable to Government.	On capital contributed by the Durbar.	On capital contributed by Government.				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs	Rs.	
1892	20,000	46,746	...	...	1,110	...	...	1,031	—1,031	...	...
1893	1,85,000	1,76,953	4,436	1,335	11,751	0·72	0·63	5,371	—4,261	33	44·87
1894	1,85,000	2,14,601	37,544	11,365	11,512	6·13	5·35	8,783	+2,993	43	38·35
1895	1,85,000	2,15,374	38,182	11,333	14,101	7·62	6·47	9,149	+5,923	57	43·30
1896	1,85,000	2,32,746	51,629								
1897	1,85,000	2,33,264	43,264	10,883	12,243	5·88	5·25	9,305	+2,938	48	46·55
1898	1,85,000	2,33,264	38,199	10,334	11,628	5·59	4·99	9,331	+2,297	43	42·50
1899	1,85,000	2,33,264	44,623	12,102	13,618	6·54	5·84	9,330	+4,288	50	42·37
1900	1,85,000	2,33,264	47,669	14,238	12,616	7·70	5·41	9,330	+3,286	53	43·66
1901	1,85,000	2,33,264	36,805	9,375	10,542	5·07	4·52	9,330	+1,218	41	45·87
1902	1,85,000	2,36,786	35,690	8,329	8,930	4·50	3·52	9,408	—1,078	37	47·02
1903	1,85,000	2,37,069	29,734	7,423	7,898	4·01	3·33	9,432	—1,534	33	48·47
1904	1,85,000	2,37,069	29,185	7,280	8,940	3·94	3·52	9,474	—1,134	32	46·43
1905	1,85,000	2,37,069	35,178	9,169	10,848	5·12	4·58	9,472	+1,376	39	42·24
1906	1,85,000	2,39,155	40,154	9,962	11,376	5·33	4·76	9,531	+1,845	45	47·11
1907	1,85,000	2,39,155	42,061	10,266	11,878	5·54	4·97	7,223	+4,655	47	47·35

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Scindia of Gwalior lent the British Government seventy-five lakhs of rupees at 4 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway.

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company since the 1st January 1885.

Details of construction—

The open mileage of the Rajputana-Malwa railway is 1,778·06 miles. It is made up of the following sections:—(1) *Rajputana section*, main line (Delhi to Ahmedabad), 539·37 miles; Rewari-Bandikui-Phulera loop, 173·89 miles; and branches, 139·03 miles; (2) *Malwa section*, main line (Khandwa to Ajmer), 393·19 miles; branch, 14·28 miles; (3) *Cawnpore-Achnera section*, main line (Cawnpore to Achnera), 243·20 miles; branches, 12·33 miles; (4) *Rewari-Fazilka section*, 262·77 miles.

The Rajputana section was sanctioned in 1870 and was opened in 1881; the Malwa section was sanctioned in 1872, opened in 1881; the Cawnpore-Achnera section was sanctioned in 1874, opened in 1884; and the Rewari-Fazilka section was sanctioned in 1881, opened in 1885. 2·92 miles of the line are double track.

Permanent-way.—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 41½-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41½-lb. and 50-lb. steel rails on deodar sleepers. The Rewari-Fazilka section has 41½-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

Fencing.—The following lines are fenced: (1) Rajputana section, main line, Delhi to Ahmedabad *vid* the Rewari-Phulera Chord, 402·27 miles; Rewari-Bandikui-Phulera loop, 173·76 miles, and branches, 93·34 miles; (2) Malwa section, main line, Khandwa to Ajmer, 84·93 miles, and branch 2·17 miles; (3) Cawnpore-Achnera section, main line, 145·47 miles and Brindaban branch, 3·71 miles; and (4) Rewari-Fazilka section 112·59 miles including stations.

Curves.—The sharpest curve is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 150, except on the Malwa section between Khandwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Pani where it is 1 in 40.

Terms of contracts—

The Rajputana-Malwa and Godhra-Rutlam-Nagda railways are worked together as one undertaking under the following contract:—

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and the subsidiary lines, which, on the 31st December 1905, were worked by the late Guaranteed Company.

For general conditions, see 2 (*a*), Bombay, Baroda and Central India railway proper.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 2}{\text{Sub-heads } (a) \text{ to } (q)}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*m*) Rajputana-Malwa railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

TABLE I (including the Godhra-Ratlam-Nagda railway).

Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (7)	Gain or loss to the State *pertaining to each calendar year.* (8)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879	7,06,47,354	38,64,997	15,41,903	2·18	28,48,439	...	−13,01,536
1880	8,38,87,014	59,12,511	17,93,714	2·07	35,81,449	...	−18,47,735
1881	9,30,43,645	94,76,410	35,96,044	3·86	37,48,505	...	−1,52,461
1882	9,94,83,933	1,14,82,614	52,84,668	5·31	38,74,919	...	+14,09,749
1883	11,08,57,933	1,35,44,166	63,39,203	5·72	40,74,803	...	+22,64,400
1884	11,92,08,595	1,46,20,446	61,92,677	5·19	43,90,548	...	+18,02,129
1885	12,22,63,117	1,73,00,501	79,71,964	6·52	49,10,379	...	+30,61,585
1886	12,80,59,407	1,82,98,610	89,55,549	6·99	51,72,731	5,75,389	+32,07,429
1887	12,87,69,487	1,65,28,203	81,24,547	6·31	51,86,578	3,91,932	+25,46,037
1888	12,96,59,656	1,86,14,714	96,51,727	7·43	52,27,345	6,70,044	+37,54,338
1889	13,02,53,556	1,89,30,005	1,07,97,217	8·29	53,48,891	9,11,158	+46,37,166
1890	13,09,01,516	1,74,26,231	86,42,525	6·65	52,61,288	4,80,624	+29,00,613
1891	13,17,20,440	2,17,89,570	1,23,17,065	9·35	53,13,844	12,04,507	+57,98,714
1892	14,34,24,072	2,24,00,454	1,32,14,774	9·21	56,14,176	13,52,989	+62,47,609
1893	14,30,06,325	2,26,33,265	1,33,25,640	9·32	57,06,808	13,12,591	+63,12,241
1894	14,72,89,588	2,51,44,200	1,54,75,342	10·51	58,77,841	16,99,156	+79,97,342
1895	15,55,56,871	2,45,42,974	1,44,02,358	9·26	59,73,606	14,48,443	+69,75,309
1896	15,03,08,348	2,10,21,002	1,13,79,807	7·57	60,63,242	8,24,541	+44,92,024
1897	14,94,51,054	1,84,74,358	1,00,97,008	6·76	60,48,581	5,67,226	+34,81,199
1898	15,03,74,730	2,23,17,315	1,19,05,991	7·91	60,77,309	10,73,183	+47,35,549
1899	15,14,26,773	2,60,94,541	1,47,30,148	9·73	60,92,658	15,12,259	+71,25,231
1900	15,31,25,211	2,91,75,054	1,60,55,050	10·48	61,35,151	13,30,625	+85,89,274
1901	15,43,58,624	2,78,42,296	1,48,89,645	9·65	61,89,498	...	+37,00,147
1902	15,64,35,445	2,58,96,691	1,36,25,409	8·71	62,80,315	5,644	+73,39,450
1903	16,78,84,712	2,27,25,664	1,12,42,360	7·18	62,84,957	...	+50,57,403
1904	16,17,31,683	2,33,65,288	1,21,57,883	7·52	64,55,047	...	+57,02,796
1905	16,28,49,528	2,54,44,243	1,52,29,596	9·97	64,41,437	...	+87,88,459
1906	16,65,57,367	2,80,94,905	1,47,43,530	8·85	65,99,940	...	+81,43,590
1907	16,85,93,587	2,87,22,171	1,43,93,902	8·54	66,09,963	...	+90,83,969

TABLE II.

Calendar year.	Rajputana-Malwa, 3′ 3⅜″.		Holkar and Sindia-Neemuch, 3′ 3⅜″.		Western Rajputana, 3′ 3⅜″.		Rewari-Ferozepore, 3′ 3⅜″.		Muttra-Hathras, 3′ 3⅜″.		Cawnpore-Farukhabad, 3′ 3⅜″.		Muttra-Achnera, 3′ 3⅜″.		Cawnpore-Achnera, 3′ 3⅜″.		Godhra-Ratlam-Nagda, 5′ 6″.	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
1873	32	96·59	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1874	69	80·32	60	84·02	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1875	98	64·04	123	91·71	...	...	...	...	108	58·18	...	...	...	...	...	...	...	...
1876	114	65·40	99	92·37	...	...	...	...	55	57·74	...	...	...	...	...	...	...	...
1877	130	67·99	86	76·86	...	...	...	...	68	54·86	...	...	...	...	...	...	...	...
1878	136	61·97	122	67·50	...	...	...	...	65	53·33	...	...	...	...	...	...	...	...
1879	153	66·74	138	74·53	86	86·08	...	...	83	54·97	...	...	...	...	...	...	...	...
1880	152	66·88	118	74·74	151	85·79	...	...	89	57·35	18	238·15	...	...	...	...	...	...
1881	189	60·41	132	69·11	...	...	...	...	90	69·19	65	69·76	39	89·01	...	...	...	...
1882	188	53·07	...	...	...	...	...	...	84	76·97	80	67·36	57	86·42	...	...	...	...
									Included with Cawnpore-Achnera.									
1883	219	52·18	...	...	...	...	75	81·28	...	...	...	...	...	...	80	63·98	...	...
1884	223	56·92	...	...	...	...	96	67·28	...	...	...	...	...	...	81	69·17	...	...
1885	224	52·81	...	...	...	...	...	...	...	...	...	...	...	...	70	87·87	...	...
1886	212	50·27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1887	191	50·84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1888	215	48·26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1889	230	45·82	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1890	200	50·41	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1891	251	43·47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1892	257	41·01	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1893	259	41·12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	50	41·61
1894	285	38·19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	106	40·64
1895	269	46·29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	184	57·01
1896	227	44·35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	189	62·27
1897	212	46·60	...	...	...	...	...	...	...	...	...	...	...	...	...	...	146	72·02
1898	241	42·83	...	...	...	...	...	...	...	...	...	...	...	...	...	...	181	51·14
1899	235	42·06	...	...	...	...	...	...	...	...	...	...	...	...	...	...	172	53·34
1900	317	43·13	...	...	...	...	...	...	...	...	...	...	...	...	...	...	219	46·84
1901	318	46·29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	156	45·15
1902	291	47·54	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140	45·27
1903	253	49·16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	147	48·29
1904	260	47·63	...	...	...	...	...	...	...	...	...	...	...	...	...	...	158	47·62
1905	296	42·95	...	...	...	...	...	...	...	...	...	...	...	...	...	...	224	42·78
1906	287	47·37	...	...	...	...	...	...	...	...	...	...	...	...	...	...	217	47·04
1907	292	50·35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	247	43·02

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (q)}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2(*n*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—

Details of construction—

This railway is 41·37 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent-way.—16 miles are laid with 41½-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

Ballast.—The line is ballasted with broken stone and shingle.

Fencing.—Only station yards and 11·07 miles of the Vijapur-Kalol section are fenced.

Curves.—The sharpest curve is of 3,820 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is the property of the Baroda State and is worked under the following:—

Agreement of—23rd November 1903 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section).

Statistics of working—

	Table I.				Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1899	7,534	...	...	...	...	...
1900	29,885	...	...	...	...	...
1901	6,60,716	...	...	...	...	...
1902	10,47,188	19,514	9,226	1·18	23	52·72
1903	11,84,246	56,916	28,782	2·43	31	49·43
1904	13,35,402	74,572	40,083	3·00	35	46·25
1905	13,19,586	87,131	50,496	3·83	40	42·05
1906	13,24,825	95,660	50,648	3·82	44	47·05
1907	13,05,631	1,14,340	60,246	4·61	53	47·31

2 (*o*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—

Details of construction—

The total length of the railway is 94·48 miles. It consists of three sections, Miyagam to Chandod, 30·62 miles; Dabhoi to Bodeli, 22·41 miles; and Dabhoi to Masor Road, 41·45 miles. The construction of these sections was first sanctioned in 1872, 1877 and 1879, respectively, and they were opened throughout in 1879, 1890 and 1904, respectively.

Permanent-way.—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there is still about one mile of 28-lb. iron rails in the road.

Ballast.—The line is chiefly ballasted with sand.

Fencing.—The line is practically unfenced except in station yards.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

Terms of contracts—

The line is owned by the Baroda State and worked under—

Agreement of—1st January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

2 (*o*) Gaekwar Dabhoi railway (2′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Baroda State.

Currency of agreement.—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th June or 31st December.

Terms of working.—The Company work the railway at actual cost, *plus* 12½ per cent. of total working expenses (but not less than Rs. 500 per mensem nor more than an average of Rs. 800 per mensem) for superintendence.

Rates and fares.—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible must conform generally to those in force on the Bombay, Baroda and Central India railway.

Statistics of working—

TABLE I.

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	REMARKS.
(1)	2)	(3)	(4)	(5)	(6)
	Rs.	Rs.	Rs.		
1879	9,62,450	72,083	31,608	3·28	
1880	11,65,510	1,28,825	65,138	5·59	
1881	12,57,448	1,41,233	48,849	3·88	
1882	12,78,942	1,44,022	46,747	3·66	
1883	12,78,630	1,46,970	38,585	3·05	
1884	12,80,177	1,49,091	48,560	3·80	
1885	13,11,229	1,52,383	55,623	4·24	
1886	13,58,502	1,53,699	39,398	2·90	
1887	13,46,259	1,56,352	47,339	3·52	
1888	13,74,295	1,45,757	43,854	3·19	
1889	16,10,398	1,42,989	49,398	3·07	
1890	17,53,877	1,95,028	74,570	4·25	
1891	17,94,157	2,01,165	68,126	3·80	
1892	18,47,403	2,38,609	1,06,510	5·77	
1893	18,55,158	2,52,106	1,32,507	7·14	
1894	18,88,774	2,40,316	95,429	5·05	
1895	19,08,757	2,34,473	96,764	5·02	
1896	20,74,756	2,58,788	1,25,657	6·06	
1897	21,08,574	2,20,901	50,949	2·42	
1898	21,18,491	2,10,240	−26,592	...	
1899	21,17,586	2,45,974	87,571	4·14	
1900	21,17,528	2,35,281	61,606	2·44	
1901	21,14,302	2,53,936	73,427	3·47	
1902	22,34,829	2,22,573	76,367	3·62	
1903	23,60,528	2,60,550	7,467	0·32	
1904	24,64,882	2,98,906	1,26,426	5·13	The decrease in net earnings in 1903 was due principally to the cost of 3 engines having been charged to Revenue.
1905	24,72,909	3,72,467	2,04,004	8·25	
1906	24,75,537	3,94,817	1,78,665	7·22	
1907	25,62,795	4,69,515	2,62,120	10·23	

TABLE II.

Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)
	Rs.	
1873	21	98·34
1874	32	75·78
1875	33	73·13
1876	38	75·35
1877	45	78·20
1878	43	82·42
1879	46	56·15
1880	51	49·44
1881	46	65·41
1882	47	67·58
1883	48	73·75
1884	49	67·43
1885	50	63·47
1886	50	74·37
1887	51	69·73
1888	48	69·91
1889	47	65·45
1890	57	61·36
1891	54	66·13
1892	64	55·36
1893	68	47·44
1894	65	60·29
1895	63	58·73
1896	69	51·44
1897	56	76·94
1898	51	112·65
1899	60	64·40
1900	57	78·82
1901	62	71·08
1902	54	65·69
1903	60	97·13
1904	65	57·70
1905	76	45·23
1906	80	54·75
1907	95	44·17

2 (*p*) Rajpipla railway (2′ 6″ gauge)—

Details of construction—

This line, which connects Anklesvar with Nandod, is 37·37 miles long. Its construction was sanctioned in 1894 and it was opened in 1899.

Permanent-way.—The line is laid with 41½-lb. flat-footed steel rails on half-round jungle teak sleepers.

Ballast.—The line is chiefly ballasted with coarse river sand.

Fencing.—Only the station yards and small lengths at miles 4 and 9 are fenced.

Curves.—The sharpest curve is of 1,432 feet radius.

Gradients.—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (q)}}$ BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*concld.*

2 (*p*) Rajpipla railway (2′ 6″ gauge).—*concld.*

Terms of contracts—

The line is owned by the Rajpipla State and is worked under—

Agreement of—19th March 1900 between the Rajpipla State and the Bombay, Baroda and Central India Railway Company.

Contract of—8th April 1907 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for continuance of working.

The general conditions are as follows:—

Government aid.—Nil. The line is the property of the Rajpipla State.

Currency of agreement.—The agreement may be terminated by either party at the end of any calendar half-year on one year's notice from either side.

Terms of working.—The Rajpipla State is debited with the actual cost of working; and in addition one per cent. on the net earnings of the Rajpipla railway as contribution to the Provident Fund and 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem nor more than an average of Rs. 800 per mensem) for superintendence.

Rates and fares.—To be fixed from time to time by the Company with the approval of the Rajpipla State and to conform to those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

	Table I.				Table II.	
Calendar year.	Total capital outlay to end of each year, *i. e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1894	12,674	...	...	...	...	...
1895	77,265	...	...	...	...	...
1896	4,09,141	...	...	...	...	...
1897	7,55,792	5,705	−6,534	...	11	214·53
1898	11,03,333	10,624	−9,172	...	11	186·53
1899	13,07,820	35,809	8,478	0·65	22	76·32
1900	13,10,159	49,463	12,139	0·93	25	75·46
1901	13,06,822	47,182	10,487	0·80	24	77·77
1902	13,05,415	38,726	10,131	0·78	20	73·84
1903	13,04,281	44,830	10,674	0·82	23	76·19
1904	13,04,522	49,207	16,890	1·29	25	65·68
1905	13,04,522	62,017	28,194	2·16	32	54·54
1906	13,04,867	67,137	32,526	2·49	35	51·55
1907	13,51,850	80,183	42,829	3·17	41	46·58

2 (*q*) Kosamba-Zankavav railway (2′ 6″ gauge).

The line will be 26·44 miles long. Its construction by the Bombay, Baroda and Central India Railway Company from funds provided by the Gaekwar of Baroda was sanctioned in 1907.

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. EASTERN BENGAL STATE RAILWAY SYSTEM—

Lines comprising the system.—The Eastern Bengal State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Eastern Bengal State railway, Eastern, Southern and Central sections (5′ 6″ gauge)	507·47	...	507·47
(*b*) Eastern Bengal State railway, Northern, Behar, Dacca and Kaunia-Dhubri sections and Gauhati and Katihar Godagari extensions (3′ 3⅜″ gauge)	711·11	225·26	936·37
(*b*) " " " " Ranaghat-Krishnagar and Teesta-Kurigram branches and British section of the Santrabari extension (2′ 6″ gauge)	55·03	...	55·03
(*c*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)	53·90	...	53·90
(*d*) Cooch Behar railway (2′ 6″ gauge)	33·60	...	33·60
Total	1,361·11	225·26	1,586·37

Running powers—

Foreign line over home line:—

East Indian railway	Naihati to Kidderpore Dock Junction	for passenger and goods trains	24·50
	" " Sealdah " "		
	" " Chitpore " "	for goods trains only	
	" " Brace Bridge Junction	for coal only	

3 (*a*) Eastern Bengal State railway, Eastern, Southern and Central sections (5′ 6″ gauge)—

Details of construction—

The open mileage of the standard gauge portion of this system amounts to 507·47 miles, which may be divided into (1) *Eastern section*, main line, 145·07 miles, branches, 163·89 miles; (2) *Southern section*, main line, 29·20 miles, branches, 41·62 miles; (3) *Central section*, main line, 104·51 miles, branches, 23·18 miles. Of these 111·34 miles are double and 3·13 miles quadruple line.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM**—*contd.*

3 (*a*) Eastern Bengal State railway, Eastern, Southern and Central sections (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Sanction was first given to the construction of the above mentioned sections of the Eastern Bengal State railway in 1859, 1862 and 1881, respectively, and they were opened throughout in 1871, 1863 and 1884.

Permanent-way.—The permanent-way on the double line portion of the Eastern section consists of 73-lb. and 75-lb. double-headed steel rails, with Denham-Olpherts' cast iron sleepers, except on the length between Calcutta and Naihati which is laid with 85-lb. bull-headed steel rails, with sal and jarrah sleepers at the joints, and the line between Naihati and Ranaghat which is laid with 90-lb. flat-footed steel rails on wooden sleepers. The single line portion of the Eastern section is also laid chiefly with 73-lb. and 75-lb. double-headed steel rails, the greater part on Denham and Olpherts' cast iron sleepers and the remainder on cast iron bowl and sal wood sleepers. The Murshidabad branch is laid with 75-lb. new pattern flat-footed steel rails on sal sleepers.

The double line portion of the Southern section and the Budge-Budge branch are laid with 85-lb. bull-headed steel rails, the greater part on cast iron and the remainder on wooden sleepers. The single line portion of the Southern section consists of 72-lb. and 73-lb. double-headed iron and steel rails mostly on Denham and Olpherts' cast iron sleepers. The Diamond Harbour branch is laid with 64-lb. and 73-lb. double-headed steel rails mostly on Denham and Olpherts' cast iron sleepers.

The Central section is laid with flat-footed steel rails 62-lbs. to the yard on sal sleepers, except on the length between Dum Dum Cantonment and Baraset which is laid with 90-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The main line is ballasted generally with brick ballast. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone.

Fencing.—The whole of the Eastern section is fenced, except between Panchooria Junction and Goalundo, and the Faridpur branch. The Southern section is fenced as far as Sonarpur; beyond Sonarpur to Canning there is no fencing. The Diamond Harbour and Budge-Budge branches are fenced. The Central section is fenced throughout.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 142 and 143.

3 (*b*) Eastern Bengal State railway, Northern, Behar, Dacca and Kaunia-Dhubri sections and Gauhati extension (3′ 3⅜″ gauge)—

Details of construction—

The metre gauge section comprises an open mileage of 711·11 miles and may be divided into (1) *Northern section* main line, 196·85 miles, branches, 161·51 miles; (2) *Behar section,* main line, 84·88 miles, branches, 95·18 miles; (3), *Dacca section,* 85·92 miles; (4) *Kaunia-Dhubri section,* 51·02 miles and (5) Gauhati extension, 35·75 miles.

In addition to the above 225·26 miles were under construction.

Sanction was first given to the construction of (1), (2), (3) and (4) of the above-mentioned sections in 1874, 1881, 1882 and 1899, respectively, and they were opened through in 1878, 1889, 1885 and 1902. (5) was sanctioned in 1902 and opened up to mile 55·75 only in 1906.

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 50 lbs. and 41¼ lbs. per yard, on sal sleepers. On the Northern section, Sara to Siliguri, and the Brahmaputra-Sultanpur and Kaunia-Bonarpara branches and on the Gauhati extension the rails are 50-lb. On the Behar and Kaunia-Dhubri sections, Manihari Ghat to Dhubri, the greater part of the rails are 50-lb., and the remainder are 41¼-lb. On the Kosi branch and the Dacca section the rails are all 41¼-lb. On the Barsoi-Kissengunge branch the rails are mostly flat-footed iron, 40 lbs. per yard, the remainder being 41¼-lb. steel. The sleepers are mostly sal, but there are also metal sleepers of various types.

Ballast.—The whole of the line, except the portion from Golokganj Junction to Dhubri, the Kaunia-Bonarpara branch and the Gauhati extension, is ballasted or shortly to be ballasted. The ballast is brick, stone and shingle.

Fencing.—The whole of the 3′ 3⅜″ gauge lines are fenced, except the Brahmaputra-Sultanpur, Barsoi-Kissengunge and Kaunia-Bonarpara branches, the Gauhati extension and the portions from Golokganj Junction to Dhubri and Dacca to Mymensingh.

Curves.—The sharpest curve is of 1,416 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 142 and 143.

3 (*b*) Eastern Bengal State railway, Ranaghat-Krishnagar and Teesta-Kurigram branches, and the British section of the Santrabari extension (2′ 6″ gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal State railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2′ 6″ gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharlla branch. The line from Teesta Junction to Mogalhat has been converted to the 3′ 3⅜″ gauge to form an integral part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

Details of construction—

The Ranaghat-Krishnagar branch is 20·25 miles long. Its construction was sanctioned in 1895 and it was opened in 1899.

The Teesta-Kurigram branch is 14·99 miles long; it was opened in 1881.

The British section of the Santrabari extension of the Cooch Behar railway is 19·79 miles long. Its construction was sanctioned in 1897 and it was opened in 1901.

Permanent-way.—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25 lbs. per yard; the sleepers are pyinkado and sal. On the Santrabari extension the rails are flat-footed iron, 40-lbs. per yard, and flat-footed steel, 41¼ lbs. per yard, laid on sal sleepers.

Ballast.—The Ranaghat-Krishnagar branch is brick ballasted; the Teesta-Kurigram branch is not ballasted; and the Santrabari extension is now being ballasted with stone.

Fencing.—No lines on the 2′ 6″ gauge are fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200. On the Santrabari extension the ruling gradient is 1 in 100, and there is a short grade of 1 in 50 near the terminus (Jainti.)

Terms of contracts.—*Nil.* The line is owned and worked by the State.

Statistics of working.—See pages 142 and 143.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.***

3 (*a*) and (*b*) Eastern Bengal State railway (5′ 6″, 3′ 3¼″ and 2′ 6″ gauge sections)—*contd.*

Statistics of working—

TABLE I.

Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Annuity.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879	6,23,44,476	60,22,272	25,79,314	4·14	28,51,165	...	3,67,326	—6,39,177	
1880	6,33,72,354	66,91,060	33,75,186	5·33	29,27,692	...	5,34,950	—87,456	
1881	6,39,51,905	75,05,736	42,36,406	6·70	28,50,922	...	8,24,125	+6,11,359	
1882	6,50,12,846	85,79,404	47,17,459	7·26	27,92,607	...	8,95,329	+10,29,523	
1883	7,01,85,023	80,73,465	47,10,716	6·70	29,45,783	...	4,98,223	+12,63,710	
1884	6,58,88,060	78,12,979	24,80,526	3·77	15,92,486	8,50,920	...	+5,37,120	
1885	7,31,60,273	72,85,916	25,25,336	3·45	21,52,794	7,22,920	...	—3,50,378	
1886	8,00,56,752	82,73,918	30,69,720	3·86	24,34,239	19,04,750	...	—12,49,269	
1887	8,11,53,166	94,30,399	45,04,782	5·55	41,71,008	14,90,152	...	—11,56,378	
1888	8,59,09,629	1,05,19,210	55,25,424	6·44	28,83,744	20,11,011	...	+6,30,669	
1889	8,79,71,516	1,11,76,674	61,91,625	7·04	30,18,703	20,48,953	...	+11,28,969	
1890	10,00,68,626	1,14,78,382	60,70,323	6·07	30,96,150	18,14,110	...	+11,60,063	
1891	10,31,46,023	1,26,75,440	65,32,100	6·33	33,97,743	17,51,621	...	+13,82,736	
1892	10,60,47,429	1,15,56,446	62,33,727	5·88	38,86,181	16,53,922	...	+6,93,624	
1893	10,68,29,000	1,20,51,147	66,35,138	6·21	39,53,310	16,49,185	...	+10,32,643	
1894	10,73,52,685	1,40,15,726	83,53,559	7·78	41,01,624	18,91,850	...	+23,60,085	
1895	10,71,92,132	1,45,09,739	89,74,474	8·37	41,50,415	18,72,565	...	+29,51,494	*Represents payment made to the Brahmaputra-Sultanpur Branch Railway Company up to 1st April 1904, on account of surplus profits and other adjustments.
1896	10,97,80,618	1,50,81,676	90,02,286	8·20	41,06,132	17,56,150	...	+31,40,004	
1897	11,47,69,205	1,47,62,233	80,60,612	7·02	42,30,563	16,53,978	...	+21,26,831	
1898	11,78,54,619	1,47,17,579	83,35,064	7·07	43,39,356	15,75,920	...	+23,70,688	
1899	12,16,49,777	1,56,12,486	83,01,083	6·82	45,00,276	15,62,391	...	+22,38,416	
1900	12,62,77,100	1,71,00,460	92,48,424	7·32	47,12,516	15,66,769	...	+29,77,139	
1901	13,24,19,708	1,65,99,440	83,08,281	6·27	41,11,665	23,37,123	...	+18,59,493	
1902	14,04,15,194	1,78,93,098	91,48,340	6·52	44,25,883	23,29,895	...	+23,92,562	
1903	15,21,86,102	1,81,52,429	88,57,094	5·82	47,10,867	23,33,377	...	+18,12,850	
1904	16,55,23,769	1,94,63,098	88,23,372	5·33	50,38,905	23,33,925	*33,597	+14,16,945	
1905	19,29,72,987	2,03,73,194	96,19,904	4·99	56,28,338	23,33,730	...	+16,57,836	
1906	20,23,66,593	2,46,31,081	1,06,08,661	5·24	63,28,666	23,33,925	...	+19,46,070	
1907	21,54,21,452	2,65,68,569	1,03,15,781	4·79	59,75,335	25,06,710	...	+18,33,736	

TABLE II.

Calendar year.	3 (*a*) Eastern, Southern and Central sections (5′ 6″ gauge).		3 (*a*) Calcutta and South-Eastern section (5′ 6″ gauge).		3 (*b*) Northern Bengal (State) (3′ 3¼″ gauge).		3 (*b*) Kaunia-Dharlla (2′ 6″ gauge).		3 (*b*) Northern, Behar and Kaunia-Dhubri sections and Gauhati extension, including the Rangbat-Krishnagar and Yeasta-Kurigram branches and the British section of the Santrabari extension (3′ 3¼″ and 2′ 6″ gauges).		3 (*b*) Dacca section (3′ 3¼″ gauge).	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	
1862	94	55·59	36	128·39	...	...	...	...	...	...	...	...
1863	149	48·43	38	131·07	...	...	...	...	...	...	...	...
1864	176	53·67	53	137·03	...	...	...	...	...	...	...	...
1865	233	43·98	75	114·32	...	...	...	...	...	...	...	...
1866	243	51·05	79	118·39	...	...	...	...	...	...	...	...
1867	279	48·71	64	133·60	...	...	...	...	...	...	...	...
1868	308	46·33	60	179·12	...	...	...	...	...	...	...	...
1869	313	50·29	55	145·54	...	...	...	...	...	...	...	...
1870	335	55·69	55	104·88	...	...	...	...	...	...	...	...
1871	270	56·01	40	90·82	...	...	...	...	...	...	...	...
1872	344	66·60	40	92·07	...	...	...	...	...	...	...	...
1873	377	49·08	70	102·56	...	...	...	...	...	...	...	...
1874	433	52·18	68	78·35	...	...	...	...	...	...	...	...
1875	356	62·16	71	80·48	...	...	...	...	...	...	...	...
1876	401	43·66	68	108·62	...	...	...	...	...	...	...	...
1877	529	41·07	81	81·74	20	140·29	...	...	...	...	...	...
1878	512	43·71	86	75·08	81	75·31	...	...	...	...	...	...
1879	494	45·97	92	66·44	101	99·96	...	...	...	...	...	...
1880	540	44·81	98	71·32	114	60·10	...	...	...	...	...	...
1881	621	40·91	104	66·43	137	51·23	...	...	...	...	...	...
1882	611	40·60	130	97·42	160	49·04	25	92·97	...	...	...	...
1883	466	50·14	109	54·97	169	43·20	33	81·49	...	...	...	...
1884	422	54·06	Included with Eastern and Southern sections.		156	69·93	39	78·26	...	...	...	...
1885	380	61·25			153	70·16	31	107·20	...	...	47	141·12
1886	403	61·97			189	52·85	29	122·87	...	...	56	111·47
1887	263	52·23			Included with Eastern and Southern sections.				Included with Eastern and Southern sections.			
1888	546	47·47	...	...								
1889	563	44·60	...	...	...	...	...	...	...	...	...	...
1890	521	47·12	...	...	...	...	...	...	...	...	...	...
1891	562	43·61	...	...	...	...	...	...	181	55·48	93	62·10
1892	562	44·32	...	...	...	...	...	...	165	47·32	85	64·40
1893	529	43·74	...	...	...	...	...	...	183	45·17	96	62·41
1894	621	40·33	...	...	...	...	...	...	191	39·14	112	54·46
1895	649	35·97	...	...	...	...	...	...	199	40·29	120	51·49
1896	676	39·74	...	...	...	...	...	...	212	40·04	115	53·27
1897	678	46·48	...	...	...	...	...	...	195	42·44	114	55·92
1898	652	41·86	...	...	...	...	...	...	201	44·83	120	51·62
1899	640	49·30	...	...	...	...	...	...	218	42·21	131	55·78
1900	689	47·75	...	...	...	...	...	...	245	43·14	146	58·33
1901	678	50·89	...	...	...	...	...	...	225	46·91	157	65·12
1902	728	49·18	...	...	...	...	...	...	235	48·65	146	62·12
1903	707	50·27	...	...	...	...	...	...	239	50·14	144	78·25
1904	751	53·14	...	...	...	...	...	...	233	55·69	145	67·63
1905	618	54·61	...	...	...	...	...	...	241	48·77	155	67·28
1906	545	58·91	...	...	...	...	...	...	243	54·06	192	56·74
1907	677	62·97	...	...	...	...	...	...	233	57·96	220	60·01

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM**—*contd.*

3 (*a*) and (*b*) **Eastern Bengal State railway** (5′ 6″, 3′ 3⅜″ and 2′ 6″ gauge sections)—*contd.*

Statistics of working—*contd.*

The tables below show the statistics of working of the Central section, the Brahmaputra-Sultanpur and Ranaghat-Krishnagar branches before they were purchased by the State.

Central section (late Bengal Central railway) (5′ 6″ gauge).

Calendar year.	Table I: Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I: Gross earnings.	Table I: Net earnings.	Table I: Percentage of net earnings on total capital outlay given in column (2).	Table I: Interest.	Table I: Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Table I: Gain or loss to the State *pertaining to each calendar year.*	Table II: Earnings per mile per week.	Table II: Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1881	10,51,983	...	...	...	51,616	...	−51,616	...	...
1882	46,38,355	...	...	...	1,35,534	...	−1,35,534	...	...
1883	79,36,235	1,07,954	−89,890	...	3,17,449	...	−3,56,339	64	136·50
1884	90,54,719	4,54,837	−1,19,682	...	3,62,189	...	−4,81,871	76	126·31
1885	90,04,061	5,35,353	8,233	0·09	3,60,182	...	−3,51,929	82	98·46
1886	89,85,705	5,67,343	−42,528	...	3,75,210	...	−4,17,738	87	102·70
1887	91,09,422	6,48,494	−7,928	...	4,60,840	...	+4,68,768	100	101·22
1888	92,53,170	7,12,901	1,58,145	1·71	5,19,942	...	−3,61,797	110	77·62
1889	94,46,671	7,37,191	2,95,983	3·13	5,18,693	...	−2,22,705	113	59·85
1890	96,88,212	6,67,864	2,45,907	2·54	4,39,962	58,992	−2,53,047	103	63·18
1891	99,44,945	8,11,666	2,27,736	3·30	4,72,482	73,429	−2,18,175	125	59·62
1892	1,00,65,784	7,69,347	3,12,903	3·11	5,30,251	74,600	−2,91,948	118	59·33
1893	1,00,88,963	7,83,529	3,14,992	3·12	5,37,007	79,647	−3,01,662	121	59·89
1894	1,01,41,094	8,20,179	2,41,182	2·37	6,11,415	...	−3,70,233	126	60·92
1895	1,01,77,466	9,47,391	3,98,809	3·92	6,08,944	85,023	−2,95,158	146	57·90
1896	1,06,38,927	9,33,266	3,44,465	3·20	5,69,175	91,306	−3,16,016	144	62·85
1897	1,17,36,810	11,38,199	5,16,922	4·40	5,36,809	95,271	−1,15,158	175	56·98
1898	1,23,58,300	10,24,657	3,62,908	2·93	5,19,231	1,50,642	−2,71,365	158	64·08
1899	1,25,78,629	11,39,689	4,41,813	3·48	5,07,035	97,581	−1,62,803	158	61·23
1900	1,26,96,415	13,33,419	5,50,699	4·34	5,04,985	1,24,611	−78,897	185	53·70
1901	1,29,54,075	14,05,248	6,42,940	4·96	5,08,291	1,46,144	−11,495	194	54·25
1902	1,31,11,415	13,17,214	5,79,918	4·38	5,11,298	1,58,667	−91,047	182	56·43
1903	1,31,88,948	15,08,506	5,07,425	3·85	5,15,051	1,21,830	−1,29,456	209	66·36
1904	1,31,90,812	15,59,688	5,39,679	4·10	5,15,679	1,30,367	−1,06,367	216	65·40
1905 1st half	1,31,77,027	6,66,363	1,58,575	1·20	4,475	38,525	+1,15,575	181	76·20
1905 2nd half	...	...	Amalgamated with the Eastern Bengal State railway.						

Brahmaputra-Sultanpur (3′ 3⅜″ gauge) branch.

Calendar year.	Table I: Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I: Gross earnings.	Table I: Net earnings.	Table I: Percentage of net earnings on total capital outlay given in column (2).	Table I: Interest.	Table I: Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Table I: Gain or loss to the State *pertaining to each calendar year.*	Remarks.	Table II: Earnings per mile per week.	Table II: Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1897	2,02,919	...	...	...	...	...	...	Net earnings during	...	...
1898	12,55,457	...	...	...	...	...	...	1899 and 1900 were	...	...
1899	19,58,137	36,300	...	...	...	...	...	paid over to the	38	45·00
1900	24,20,811	1,36,587	...	...	...	...	...	Company and in-	58	45·00
1901	28,27,619	1,96,848	61,375	2·17	42,414	...	+18,961	terests up to 1900	64	45·00
1902	29,17,993	2,40,424	1,32,238	4·53	86,750	9,480	+36,003	were charged to	78	45·00
1903	29,42,486	2,54,379	1,39,908	4·75	88,185	22,742	+28,981	capital.	82	45·00
1904	...	Amalgamated with the Eastern Bengal State railway.					...		...	...

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (d)}}$. **EASTERN BENGAL STATE RAILWAY SYSTEM**—*contd.*

3 (*a*) and (*b*) Eastern Bengal State railway (5′ 6″, 3′ 3⅜″ and 2′ 6″ gauge sections)—*concld.*

Statistics of working—*concld.*

Ranaghat-Krishnagar (2′ 6″ gauge) branch.

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	7,22,369	...	...	...	...	...	...	...	...
1899	7,27,809	45,848	8,415	1·16	12,352	20,767	2·85	59	81·84
1900	7,51,809	69,302	19,442	2·59	9,472	28,914	3·85	66	71·95
								66	78·03
1901	7,51,157	69,117	15,185	2·02	1,465	16,650	2·22	72	71·97
1902	7,51,158	76,180	21,358	2·84	15,960	37,313	4·97	82	60·86
1903	7,48,657	86,494	33,332	4·55	5,574	39,506	5·31	...	...
1904 (1st half)	...	40,861	12,160	...	2,876	15,036	...	...	...
1904 (2nd half)	...	...	Amalgamated with the Eastern Bengal State railway.						

3 (*c*) Mymensingh-Jamalpur-Jagannathganj branch railway (3′ 3⅜″ gauge)—

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal State railway at Goalundo by the India General Navigation and Railway and River Steam Navigation Companies' steamer services.

Details of construction—

This railway is 53·90 miles long. Its construction was sanctioned in 1896 and it was opened throughout in 1899.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on sál sleepers.

Ballast.—The line is ballasted throughout with brick.

Fencing.—The line is fenced only at stations and through the town of Mymensingh.

Curves.—The sharpest curve is of 2,864 feet radius.

Gradients.—The ruling gradient is 1 in 300.

Terms of contracts—

The Mymensingh-Jamalpur-Jagannathganj branch railway is worked under the following contracts :—

Contracts of—6th January 1897 (between the Secretary of State and the India General Steam Navigation Company) for the construction and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.

3rd October 1899 (between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State) for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway office from Calcutta to London.

The general conditions of the contracts are as follows :—

Government aid.—Government in respect of each year allow to the Mymensingh-Jamalpur-Jagannathganj Branch Railway Company, by way of rebate on the share attributable to the Eastern Bengal State railway of the receipts from traffic interchanged between the two railways, such a sum not exceeding in any year the net earnings from traffic except railway stores interchanged between the Eastern Bengal State railway system and this railway, as will, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of 3½ per cent. per annum on the actual capital expenditure. Land was provided free of charge.

Currency of contracts.—Government may determine the contracts on 12 months' notice either on the 31st December 1919, or at the end of any subsequent period of 10 years or on the 31st December 1948, the Government paying, if contracts are determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, but not exceeding by more than 20 per cent., nor being less than, the total capital expenditure; and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure.

Power of Company to surrender contracts.—Nil.

Terms of working.—After deduction of 45 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), in which are included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL STATE RAILWAY SYSTEM—*contd.***

3 (*c*) Mymensingh-Jamalpur-Jagannathganj branch railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Rates and fares.—To be arranged between Government and the working agency within the maxima and minima rates in force on the Eastern Bengal State railway.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from E. B. S. Ry.	Total income.	Percentage of total income on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Proportion of expense to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1896	1,950	...	...	...	...	...	...	...	...
1897	5,54,688	...	...	...	...	...	...	...	...
1898	10,44,638	7,660	4,213	0·40	...	4,213	0·40	27	45·00
1899	16,11,248	66,499	36,575	2·27	...	36,575	2·27	35	45·00
1900	18,78,395	1,62,028	89,116	4·74	...	89,116	4·74	58	45·00
1901	20,84,346	1,67,756	92,265	4·43	...	92,265	4·43	60	45·00
1902	22,85,677	2,05,251	1,12,888	4·94	...	1,12,888	4·94	74	45·00
1903	23,25,917	2,22,825	1,24,993	5·37	...	1,24,993	5·37	82	43·99
1904	23,51,113	2,21,168	1,24,312	5·29	...	1,24,312	5·29	81	43·79
1905	23,86,029	2,16,642	1,18,748	4·98	...	1,18,748	4·98	81	45·12
1906	24,15,248	2,72,929	1,50,030	6·21	...	1,50,030	6·21	103	45·03
1907	24,34,018	3,31,673	1,82,402	7·50	...	1,82,402	7·50	123	45·00

3 (*d*) Cooch Behar railway (2′ 6″ gauge)—

Details of construction—

This railway is 33·60 miles long, consisting of main line, 22·15 miles and branch, 11·45 miles known as the Native State section of the Cooch Behar-Santrabari extension. Its construction was sanctioned in 1891 and it was opened throughout in 1900.

Permanent-way.—The line is laid for 19·55 miles with 25-lb. and for 1·83 miles with 41½-lb. steel rails on sâl and pyinkado sleepers, and for 12·22 miles with 40-lb. iron rails on sâl sleepers. All rails are flat-footed.

Ballast.—The line is laid without ballast.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 2,000 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Cooch Behar railway is worked under the following agreement:—

Agreement—of 25th February 1907, having effect from the 1st January 1907, (between the Secretary of State and His Highness the Maharaja of Cooch Behar) for working.

The general conditions of the agreement are as follows:—

Government aid.—The line is the property of the Cooch Behar State.

Currency of agreement.—The agreement came into force on and from 1st January 1907 and shall be subject to revision from time to time, and shall remain in force until the expiration of six months notice from either side.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EASTERN BENGAL STATE RAILWAY SYSTEM**—*concld.*

3 (*d*) Cooch Behar railway (2′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of working.—The Eastern Bengal State railway to receive 40 per cent. of the gross earnings for maintenance and working; provided that when the stock of the Eastern Bengal State railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal State railway will receive and retain up to, but not exceeding, 45 per cent. of the gross earnings obtained from the use of such stock. The percentage of working charges will cover the cost of 'New minor works' up to the limit of Rs. 30 per mile per annum.

Rates and fares.—The Eastern Bengal State railway administration have full control over rates and fares.

Statistics of working—

	TABLE I.				TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1891	14,685	...	...	...	...	...
1892	4,09,186	...	...	...	...	...
1893	6,65,172	5,846	—2,455	...	13	188·34
1894	7,14,318	40,280	8,576	1·20	35	78·71
1895	7,90,953	53,174	19,200	2·63	46	63·89
1896	7,66,734	70,128	38,570	5·03	61	45·00
1897	9,01,219	64,262	35,344	3·92	51	45·00
1898	10,22,938	66,124	6,687	0·65	57	45·00
1899	12,99,031	82,773	43,073	3·32	53	47·95
1900	12,83,906	94,792	51,602	4·02	50	43·41
1901	13,94,923	1,37,596	74,667	5·35	72	41·48
1902	13,95,766	1,34,741	74,452	5·33	71	40·31
1903	14,01,329	1,42,540	80,834	5·62	82	41·19
1904	14,71,331	1,47,575	86,996	5·91	84	41·05
1905	14,82,893	1,48,488	87,313	5·88	85	41·20
1906	14,87,786	1,68,754	77,815	5·23	97	53·89
1907	15,20,857	1,79,263	91,484	6·01	103	48·97

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—**

Chairman.—Bazett Wetenhall Colvin, Esq.

Secretary.—Charles W. Young, Esq.

Offices.—Nicholas Lane, London, E. C.

Lines comprising the system.—The East Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) East Indian railway (5′ 6″ gauge)	2,208·29	218·10	2,426·39
(*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)	162·36	...	162·36
(*c*) South Behar railway (5′ 6″ gauge)	78·76	...	78·76
(*d*) Tarkessar railway (5′ 6″ gauge)	22·23	...	22·23
Total	2,471·64	218·10	2,689·74

Running powers—

Home line over Foreign lines :—

		Miles.
Agra East Bank to Agra Fort, Rajputana-Malwa railway	for goods trains only	1·00
Naihati to Kidderpore Dock Junction, Eastern Bengal State railway	for passenger and goods trains	34·50
" Sealdah, " " " "		
" Chitpore, " " " "	for goods trains only	
" Brace Bridge Junction, " " " "	for coal only	
Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand State railway	for passenger trains only	10·00
	Total	45·50

Foreign lines over Home line :—

Bengal-Nagpur railway at Katni	for passenger and goods trains	0·30
" " " at Asansol		0·50
" " " at Howrah		1·00
Great Indian Peninsula railway, Agra to Tundla	for passenger trains only	12·75
" " " at Cawnpore	for passenger trains only	0·97
" " " at Cawnpore	for goods trains only	0·52
" " " at Manikpur		0·68
" " " at Katni		0·38
North Western and Oudh and Rohilkhand State railways, Ghaziabad to Delhi	for passenger and goods trains.	13·00
	Total	30·05

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the East Indian railway proper is 2,208·29 miles. This may be divided into (1) main line (Howrah to Delhi), 955·98 miles; (2) Grand Chord line (Sitarampur to Moghal Sarai), 281 miles; (3) Loop line (Khana junction to Kiul), 250·39 miles; and (4) branches, 720·92 miles. Of these 533·29 miles are double, 13·50 miles triple and 1·74 miles quadruple line.

There were in addition 218·10 miles of single line sanctioned for construction, of which 102·70 miles were actually under construction. The first sanction to constructing the main line was given in 1851 and it was opened throughout in 1871. The Loop line was opened in 1862 and the Grand Chord in 1906.

Permanent-way.—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Baran-Daltonganj branch, Agra branch and Shikohabad-Farukhabad branch are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both up and down roads of the main line from Howrah to Mokameh, a distance of 284 miles, the rails are 85-lb. bull-headed, with the exception of a few short lengths which still remain to be relaid. 85-lb. bull-headed rails have also been laid on the single line between Moghal Sarai and Khaga, a distance of 147 miles, and Sitarampur to Paharpur, a distance of 134 miles. The rest of the main line and branches are laid with double-headed rails weighing 75 lbs. per yard.

As at present laid, about thirty per cent. of the sleepers are wood and the remainder are iron. The wooden sleepers principally consist of sâl and deodar; but of late Jharrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham Olpherts' pattern and weigh about 252 lbs. each.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout, except on the Damuda, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Baran-Daltonganj and Shikohabad-Farukhabad branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia Chords. The Grand Chord is being fenced.

Curves.—The sharpest curve is of 1,525 feet radius.

Gradients.—The ruling gradient of the main line is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord the ruling gradient is 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient of the Loop line, the Ondal-Sainthia Chord and the Jubbulpore branch is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—22nd December 1879.—East Indian Railway Company's principal contract.

10th November 1893.—Contract for the incorporation of the following State branches in the undertaking:—Ghazipur (Dildarnagar to Tarighat); Bhadreswar (Bhadreswar junction to the right bank of the Hooghly); Mokameh (Mokameh junction to the Ganges); Digha Ghat (Bankipore junction to the right bank of the Ganges at Digha Ghat); Jharia (Barakar to the Jharia coal-fields); Toposi colliery (Toposi to Khairabad, Nundi to Panuria and Salanpur to Shamdi); Gya (Bankipore to Gya); and Azimganj (Nalhati to Azimganj).

26th February 1896.—As to debenture capital.

22nd November 1897.—Contract for the construction and working of the Moghal Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

The general conditions of the contracts are as follows:—

Government aid.—Government guarantee interest at 4 per cent. in sterling on £6,550,000 (being capital representing the deferred portion, *i.e.*, one-fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

Terms of contracts.—The lines were purchased from the East Indian Guaranteed Railway Company by the State on the 1st January 1880, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian Railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent. per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

	£
Company's stock at date of purchase ...	26,200,000
Premium of 25 per cent.	6,550,000
	32,750,000

Currency of contracts.—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

NOTE.—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement the principal contract will not be determined before the 31st December 1919.

Power of Company to surrender contract.—See currency of contracts.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to the Provident Fund) up to a sum of 25 lakhs of rupees are divided in proportion of four-fifths to Government and one-fifth to the Company.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

4 (*a*) East Indian railway proper (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Any excess over 25 lakhs of rupees is divided in proportion of fourteen-fifteenths to Government and one-fifteenth to the Company.

Rates and fares.—Certain maxima and minima rates and fares have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.

Calendar year. (1)	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Annuity. (7)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (8)	Gain or loss to the State *pertaining to each calendar year.* (9)	REMARKS. (10)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879 .	34,32,77,360	4,35,46,720	2,86,14,479	8·34	1,65,74,363	...	61,25,877 +	59,14,239	
1880 .	34,35,77,327	4,35,04,947	2,86,72,035	8·35	*1,98,06,263	...	17,72,690 +	70,93,082	* Interest in 1880 includes annuity charges, which cannot be separated.
1881 .	34,37,63,677	4,54,11,472	3,08,35,036	8·84	31,05,426	1,78,92,000	20,63,867 +	82,78,743	
1882 .	35,07,21,455	4,71,17,594	2,96,57,086	8·46	32,81,764	1,78,92,000	17,88,078 +	71,95,249	
1883 .	35,24,91,304	4,94,67,085	3,11,50,980	8·84	28,16,170	1,72,57,772	19,99,731 +	80,77,307	
1884 .	35,57,38,760	4,38,38,714	2,73,22,003	7·68	35,58,035	1,78,50,459	11,72,323 +	47,41,186	
1885 .	35,85,96,619	4,63,86,914	3,30,16,960	9·21	38,13,262	1,79,75,714	16,29,502 +	95,98,482	
1886 .	36,06,35,918	4,66,70,353	3,05,13,359	8·46	39,91,104	1,89,50,137	14,97,276 +	60,74,842	
1887 .	36,12,14,681	4,60,65,661	3,13,34,263	8·67	40,70,944	1,92,13,333	15,87,252 +	64,62,734	
1888 .	36,09,27,530	4,54,36,902	3,03,35,075	8·40	40,73,297	2,03,43,580	11,64,693 +	47,53,555	
1889 .	36,19,32,300	4,49,57,901	2,94,05,230	8·12	41,84,108	2,09,60,000	8,81,347 +	34,29,775	
1890 .	36,21,32,758	4,40,37,665	2,96,26,815	8·24	41,82,278	2,03,43,530	10,37,019 +	42,62,988	
1891 .	36,15,18,827	4,56,87,001	3,60,37,023	9·97	43,93,426	1,86,94,054	26,45,392 +	1,03,04,156	
1892 .	36,24,97,506	4,91,41,600	3,48,16,719	9·60	37,25,754	2,06,47,164	20,88,760 +	83,55,041	
1893 .	36,91,20,357	5,08,44,654	3,60,94,293	9·78	41,26,889	2,34,46,780	17,04,125 +	68,16,499	
1894 .	37,24,36,356	5,26,89,485	3,64,26,405	9·78	43,87,988	2,43,89,582	15,89,767 +	61,59,068	
1895 .	37,82,18,020	5,41,50,856	3,78,34,726	10·00	45,73,681	2,61,01,122	14,29,078 +	57,30,845	
1896 .	38,27,66,003	5,40,69,142	3,67,77,682	9·61	46,90,562	2,58,59,455	12,45,733 +	49,81,932	
1897 .	39,39,91,173	5,88,28,013	4,14,93,469	10·53	48,20,238	2,47,34,406	23,87,763 +	95,51,062	
1898 .	40,71,94,336	5,97,96,060	4,08,07,269	10·02	50,46,514	2,32,64,533	24,99,244 +	99,96,978	
1899 .	42,70,40,208	6,35,45,974	4,26,60,018	9·99	54,64,902	2,21,45,516	30,09,920 +	1,20,39,680	
1900 .	44,28,43,540	6,84,74,972	4,47,15,571	10·10	60,18,054	2,15,60,963	18,09,104 +	1,53,27,450	
1901 .	45,66,59,069	7,03,96,636	4,57,13,311	10·01	65,46,878	2,16,82,360	18,51,450 +	1,56,32,623	
1902 .	47,06,40,852	6,77,38,713	4,29,80,333	9·13	70,34,492	2,16,46,868	16,19,965 +	1,26,79,508	
1903	48,79,61,454	6,99,72,699	4,63,98,422	9·52	74,46,371	2,16,15,000	16,82,231 +	1,56,54,820	
1904 .	50,26,09,029	7,59,71,544	5,05,64,422	10·06	80,23,978	2,16,15,000	20,64,278 +	1,88,61,168	
1905 .	52,55,72,727	7,50,47,139	4,81,85,194	9·16	86,75,366	2,16,15,000	18,62,075 +	1,60,32,199	
1906 .	54,79,28,490	8,09,50,910	+4,87,80,504	8·90	94,14,920	2,16,15,000	18,50,039 +	1,59,00,545	
1907 .	56,77,47,624	8,11,29,807	+4,84,37,624	8·87	1,01,92,970	2,16,15,000	18,14,901 +	1,48,14,753	

TABLE II.

Calendar year.	East Indian (5′ 6″ gauge).		Patna-Gya (5′ 6″ gauge).		Nalhati (4′ 0″ gauge).		Dildarnagar-Ghazipur (5′ 6″ gauge).		Calendar year.	East Indian (5′ 6″ gauge).		Patna-Gya (5′ 6″ gauge).		Nalhati (4′ 0″ gauge).		Dildarnagar-Ghazipur (5′ 6″ gauge).	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.		Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)
	Rs.		Rs.		Rs.		Rs.			Rs.		Rs.		Rs.		Rs.	
									1881 .	576	31·85	173	65·11	47	79·20	63	99·52
1854 .	131	62·18	...	...	...	...	...	...	1883 .	601	36·94	184	60·51	51	73·05	73	85·24
1855 .	108	51·97	...	...	...	...	...	...	1883 .	630	36·95	158	51·93	57	69·63	80	49·37
									1884 .	558	37·61	174	57·48	55	90·84	75	58·37
1856 .	167	40·62	...	...	...	...	...	...	1885 .	589	35·25	174	52·52	54	82·08	75	52·28
1857 .	232	38·12	...	...	...	...	...	...									
1858 .	279	46·49	...	...	...	...	...	...	1886 .	591	34·59	180	52·01	59	85·29	76	52·05
1859 .	253	44·77	...	...	...	...	...	...	1887 .	583	31·70	178	46·53	65	70·57	77	46·45
1860 .	231	48·36	...	...	...	...	...	...	1888 .	567	33·24	168	47·97	74	78·39	74	91·13
									1889 .	557	34·59	175	48·70	73	78·18	...	...
1861 .	240	46·49	...	...	...	...	...	...	1890 .	538	31·35	174	45·80	71	78·01	...	...
1862 .	192	53·81	...	...	...	...	...	...									
1863 .	222	55·01	...	...	...	...	...	...	1891 .	615	27·21	204	42·76	66	62·97	...	...
1864 .	253	50·79	...	...	36	48·88	...	...	1892 .	587	28·47	193	42·94	Converted to 5′ 6″ gauge.		...	...
1865 .	311	44·82	...	...	41	83·28	...	...									
1866 .	374	44·24	...	...	36	105·15	...	...	1893 .	584	27·44	...	...	...	...	...	...
1867 .	369	48·91	...	...	45	68·81	...	...	1894 .	604	30·87	...	...	...	...	...	...
1868 .	346	44·88	...	...	57	83·60	...	...	1895 .	603	31·07	...	...	...	...	...	...
1869 .	399	44·42	...	...	60	59·64	...	...									
1870 .	424	43·68	...	...	60	48·77	...	...	1896 .	597	31·98	...	...	...	...	...	...
									1897 .	649	29·47	...	...	...	...	...	...
1871 .	333	43·36	...	...	55	58·07	...	...	1898 .	658	31·76	...	...	...	...	...	...
1872 .	368	41·44	...	...	53	57·14	...	...	1899 .	697	32·84	...	...	...	...	...	...
1873 .	382	38·75	...	...	60	60·06	...	...	1900 .	708	34·78	...	...	...	...	...	...
1874 .	474	35·70	...	...	61	67·22	...	...									
1875 .	374	39·53	...	...	57	76·42	...	...	1901 .	733	33·06	...	...	...	...	...	...
									1902 .	687	36·55	...	...	...	...	...	...
1876 .	452	35·08	...	...	54	111·15	...	...	1903 .	692	33·64	...	...	...	...	...	...
1877 .	565	31·85	...	...	64	100·47	...	...	1904 .	749	33·39	...	...	...	...	...	...
1878 .	507	35·69	...	...	64	79·41	...	...	1905	738	35·74	...	...	...	...	...	...
1879 .	552	32·86	121	55·84	65	67·56	...	...									
1880 .	549	33·04	162	56·13	49	105·33	56	128·33	1906 .	†732	‡38·65	...	...	...	...	...	...
									1907 .	‡682	‡39·74						

† Excluding the annual rental paid to the South Behar Railway Company.

‡ Includes the South Behar railway which is now worked as part of the undertaking.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—

Chairman.—Colonel Alexander Jerome Filgate, R.E.

Secretary.—C. E. Rutter, Esq.

Offices.—17, Victoria Street, Westminster, S. W.

Details of construction—

This railway is 162·36 miles long. It was opened throughout in 1891.

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham Olpherts' cast-iron plate and wooden sleepers with cast iron chairs.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 1,010 feet radius.

Gradients.—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.

12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.

19th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the raising of additional capital by the issue of debentures.

19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the 2 per cent. of gross earnings previously retained by Government.

24th July 1896 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the provision of funds for capital works.

9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of 3¼ per cent. on the share capital.

The general conditions of the contracts are as follows:—

Government aid.—By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debentures interest, to pay a dividend of 3¼ per cent. per annum on their share capital. Land was also provided free of cost.

Currency of contracts.—The contracts may be determined by effluxion of time on the 31st December 1916, unless some arrangement is effected for continuing the working. Should such arrangement be made, Government may determine the contracts on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.

Power of Company to surrender contracts.—Nil.

Terms of working.—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1916, taking 48 per cent. of the gross receipts of the railway for the working agency (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) and paying 52 per cent. to the Company. Surplus profits in excess of 3¼ per cent. per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter all surplus profits belong to the Company.

Rates and fares.—To be agreed upon from time to time between the Secretary of State and the working agency; but in the case of that portion of the line between Delhi and Umballa they are to be not more than the maximum, nor less than the minimum, rates and fares in force on the East Indian railway, and in the case of the portion between Umballa and Kalka not more than three times such maximum nor less than such minimum.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1889	58,90,335	...	...	...	...	...	...	...	...
1890	1,35,55,580	...	...	...	...	...	...	...	...
1891	1,55,44,692	9,07,697	4,72,002	3·04	...	4,72,002	3·04	128	48·00
1892	1,58,22,137	10,81,769	5,62,520	3·56	...	5,62,520	3·56	129	48·00
1893	1,55,24,600	11,98,508	6,23,224	4·01	...	6,23,224	4·01	143	48·00
1894	1,55,25,547	13,37,526	6,95,514	4·48	...	6,95,514	4·48	159	48·00
1895	1,55,06,120	14,80,519	7,59,470	4·90	...	7,59,470	4·90	174	48·00
1896	1,54,49,738	15,18,840	6,85,797	4·44	...	6,85,797	4·44	158	48·00
1897	1,55,26,585	15,75,319	8,18,126	5·34	...	8,18,126	5·34	186	48·00
1898	1,55,43,587	16,07,512	8,35,906	5·45	...	8,35,906	5·45	191	48·00
1899	1,53,01,372	14,49,378	7,29,541	4·77	...	7,29,541	4·77	172	48·00
1900	1,53,15,467	13,72,523	7,13,712	4·66	...	7,13,712	4·66	163	48·00
1901	1,52,92,648	13,05,858	9,39,046	6·14	...	9,39,046	6·14	218	48·00
1902	1,54,23,791	13,66,695	9,70,681	6·29	...	9,70,681	6·29	221	48·00
1903	1,55,49,998	13,30,960	9,52,099	6·12	...	9,52,099	6·12	216	48·00
1904	1,55,51,763	13,55,475	9,63,807	6·19	...	9,63,807	6·19	218	48·00
1905	1,56,07,499	20,16,936	10,48,307	6·72	...	10,48,307	6·72	238	48·00
1906	1,57,26,333	20,04,218	10,42,194	6·68	...	10,42,194	6·68	237	48·00
1907	1,58,38,198	23,04,659	11,98,423	7·57	...	11,98,423	7·57	272	48·00

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (d)}}$ **EAST INDIAN RAILWAY SYSTEM—*contd.***

4 (*c*) South Behar railway (5′ 6″ gauge)—

Chairman.—Sir Henry S. Cunningham, K.C.I.E.

Secretary.—E. Z. Thornton, Esq.

Offices.—46, Queen Anne's Gate, Westminster, S. W.

Details of construction—

This railway is 78·76 miles long. It connects Luckeeserai with Gya and was opened in 1899.

Permanent-way.—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham Olpherts' cast-iron plate sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

Curves.—The sharpest curve is of 3,000 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction, as modified by the contract of the 11th December 1906 (between the Secretary of State and the South Behar Railway Company) as to the payment of a rental to the Railway Company during the continuance of the contract of 7th August 1895.

16th January 1907 (between the Secretary of State and the East Indian Railway Company) for working.

The general conditions of the contracts are as follows:—

Government aid.—Land was provided free. Up to the 31st December 1905, Government allowed to the South Behar Railway Company, by way of rebate, a certain percentage of the East Indian railway's share of the receipts from traffic interchanged between that railway and the Company's line towards a dividend of 4 per cent. per annum on the total capital expenditure not exceeding Rs. 120 lakhs. With effect from the 1st January 1906 the Company relinquished the railway to the Secretary of State to be held by him for his benefit without any interference or control on the part of the Company in return for a payment to the Company, until the determination of the contract of 7th August 1895, of an annual rental of £30,000 by half-yearly payments of £15,000 on the 30th June and 31st December of each year.

Currency of contracts.—Government have power to determine the contracts on the 30th June 1919, or at the end of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England £684,580 as capital expended on the undertaking with the authorisation of the Secretary of State.

Power of Company to surrender contracts.—Nil.

Terms of working.—With effect from the 1st January 1906 the line is worked by the East Indian Railway Company as a part of their undertaking, the annual rental of £30,000 payable to the South Behar Railway Company together with interest at 3½ per cent. per annum on the Government advances for the purposes of the South Behar railway forming a charge against the net revenue of the undertaking.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from E. I. Ry.	Total income.	Percentage of total income on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1895	5,17,988	...	...	...	...	...	...	...	...
1896	30,88,036	...	...	...	...	...	...	...	...
1897	62,72,345	...	...	...	...	...	...	...	...
1898	97,45,791	...	...	...	...	...	...	...	...
1899	1,18,16,730	2,03,328	1,32,163	1·12	33,403	1,65,566	1·40	101	35·00
1900	1,23,15,110	4,67,133	3,03,636	2·47	1,44,404	4,48,040	3·64	114	35·00
1901	1,23,66,533	5,14,370	3,08,822	2·50	1,28,082	4,36,904	3·53	125	40·02
1902	1,19,88,612	4,99,809	2,74,895	2·29	1,35,445	4,10,340	3·42	122	45·00
1903	1,20,01,897	5,24,605	2,88,333	2·40	1,57,708	4,46,241	3·72	128	45·00
1904	1,19,72,914	5,70,358	3,13,697	2·62	1,65,382	4,79,079	4·00	133	45·00
1905	1,19,77,154	5,55,199	3,05,360	2·55	1,72,721	4,78,081	3·99	135	45·00
1906	1,19,74,947	See "terms of working" above.							
1907	1,19,77,154								

4 (*d*) Tarkessur railway (5′ 6″ gauge)—

Details of construction—

This railway, which connects Seoraphuli, a station on the East Indian railway, with Tarkessur, is 22·23 miles long. Its construction was sanctioned in 1883 and it was opened in 1885.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (d)}$. **EAST INDIAN RAILWAY SYSTEM—*concld.***

4 (*d*) Tarkessur railway (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Permanent-way.—The permanent-way consists of 74-lb. iron rails laid on Denham Olpherts' cast-iron plate sleepers.
Ballast.—The line is ballasted throughout with stone.
Fencing.—The line is fenced throughout.
Curves.—The sharpest curve is of 2,700 feet radius.
Gradients.—The ruling gradient is 1 in 500.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—8th September 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction.

15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working.

1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working.

The general conditions of the contracts are as follows:—

Government aid.—Land was provided free of cost.

Currency of contracts.—The contract of 1883 terminates on the 7th September 1982; but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years and thereafter at intervals of ten years. In the event of such determination Government will pay the Company a sum equal to the aggregate net profits during the twenty years preceding.

Power of Company to surrender contracts.—Nil.

Terms of working.—From the gross earnings of the railway are deducted (1) working expenses (which may include capital expenditure classed as 'Minor works' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole, (2) 5 per cent. of the gross earnings for the hire of rolling-stock, and (3) contribution to the Provident Fund. The balance is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.

Rates and fares.—Certain maxima have been fixed, and the Company is authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open, and (iii) lines wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1885	16,88,995	2,62,313	1,24,424	7·37	227	52·57
	17,24,717	2,49,003	1,19,136	6·91	215	52·15
1886	17,28,410	2,63,792	1,32,274	7·65	228	49·86
1887	17,34,822	2,79,717	1,36,780	7·88	242	51·10
1888	17,28,138	2,84,895	1,36,578	7·90	246	55·51
1889	17,28,77	2,86,526	1,44,283	8·35	248	49·64
1890	17,29,021	3,05,132	1,63,478	9·45	264	46·42
1891	17,32,567	2,93,674	1,54,837	8·94	254	47·28
1892	17,47,280	2,83,051	1,50,420	8·61	245	46·86
1893	17,47,840	3,06,159	1,56,469	8·95	265	48·96
1894	17,53,340	3,08,156	1,59,091	9·07	267	48·37
1895	17,56,898	3,13,243	1,57,005	8·95	271	49·88
1896	17,57,160	3,12,656	1,62,563	9·25	270	48·01
1897	17,77,035	3,14,056	1,58,461	8·92	272	49·54
1898	17,84,166	3,08,759	1,52,491	8·55	267	50·58
1899	17,84,166	3,32,965	1,61,132	9·03	288	51·61
1900	17,92,298	3,30,390	1,57,828	8·81	285	52·23
	17,91,612	3,28,510	1,53,248	8·56	283	53·32
1901	17,93,985	3,33,924	1,63,741	9·13	288	50·96
1902	17,97,555	3,30,635	1,63,006	9·07	284	50·70
1903	17,98,615	3,26,715	1,55,221	8·63	282	53·49
1904			1,58,989	8·84	304	54·82
1905	17,99,166	3,51,888	1,56,366	8·69	307	55·55
	17,99,776	3,56,248				
1906						
1907						

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (i)}$ **GREAT INDIAN PENINSULA RAILWAY SYSTEM—**

Chairman.—Rt. Hon'ble Sir Andrew R. Scoble, K.C.S.I.

Managing Director.—Colonel F. Firebrace, R.E.

Offices.—48, Copthall Avenue, E. C., London.

Lines comprising the system.—The Great Indian Peninsula railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(*a*) Great Indian Peninsula railway	(5′ 6″ gauge)	1,561·63	45·78	1,607·41
(*b*) Agra-Delhi Chord railway	(5′ 6″ gauge)	125·99	...	125·99
(*c*) Bhopal-Itarsi railway	(5′ 6″ gauge)	57·39	...	57·39
(*d*) Bhopal-Ujjain railway	(5′ 6″ gauge)	113·27	...	113·27
(*e*) Bina-Goona-Baran railway	(5′ 6″ gauge)	145·63	...	145·63
(*f*) Indian Midland railway	(5′ 6″ gauge)	809·85	...	809·85
(*g*) Gwalior Light railway	(2′ 0″ gauge)	182·53	66·39	249·92
(*h*) Mathoran Light railway	(2′ 0″ gauge)	12·61	...	12·61
(*i*) *Baran-Kotah railway*	(5′ 6″ gauge)	...	40·78	40·78
	Total	3,009·90	152·95	3,162·85

Running powers—

Home line over foreign lines :—

Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only	7·25
At Agra, Rajputana-Malwa railway, for passenger and goods trains	2·39
At Cawnpore, East Indian railway, 0·97 mile, for passenger trains and 0·52 mile for goods trains	1·49
At Manikpur, East Indian railway, for passenger and goods trains	0·63
At Katni, East Indian railway, for goods trains only	0·35
At Katni, Bengal-Nagpur railway, for passenger trains only	1·39
At Ujjain, Bombay, Baroda and Central India railway, for passenger and goods trains	0·24
At Cawnpore, Oudh and Rohilkhand (State) railway, for passenger and goods trains	0·86
From Cawnpore to Lucknow, Oudh and Rohilkhand (State) railway, for passenger and goods trains	44·63
Total	59·97

Foreign lines over home line :—

	Miles.
Bombay, Baroda and Central India railway, Dadar Junction to Carnac bridge, for goods trains only	4·39
Bengal-Nagpur railway at Nagpur for passenger and goods trains	0·65
Total	5·04

5 (*a*) **Great Indian Peninsula railway proper** (5′ 6″ gauge)—

This line was purchased by the State in 1900, but the working was left in the hands of the Company under the terms of a new Contract, dated the 21st December 1900.

Details of construction—

The open mileage of the Great Indian Peninsula railway proper is 1,561·63 miles. This may be divided into (1) *North-East line*, main line (Bombay to Jubbulpore), 615·10 miles, and branches, 384·99 miles; (2) *South-East line*, main line (Kalyan to Raichur), 408·86 miles, and branches, 152·68 miles. Of these 573·07 miles are double and 4·29 miles quadruple line.

There were under construction 45·78 miles of single line.

First sanction to the construction of the North-East line was given in 1850 and it was opened throughout in 1870. The South-East line was sanctioned in 1854 and it was opened throughout in 1871.

Permanent-way.—The main line is laid with 86-lb. double-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the ghat sections, is laid with iron pots.

Ballast.—The line is fully ballasted throughout with sand gravel or broken stone.

Fencing.—With the exception of the Mohpani, Chalisgaon-Dhulia, and Jalgaon-Amalner branches the line is fully fenced.

Curves.—The sharpest curve has a radius of 990 feet.

Gradients.—The ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the ghat sections is 1 in 37.

Terms of contract—

The railway is worked under the following contract :—

Contract of—21st December 1900 for working the Great Indian Peninsula and Indian Midland railway systems as one undertaking.

The general conditions of the contract are as follows :—

Government aid.—Government to pay interest at 3 per cent. per annum on the amount for the time being paid up, or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Company, which is at present authorised at £2,575,000. All capital will be provided by the Secretary of State bearing interest at the rate of 3½ per cent. per annum, or at such other rate as may be agreed upon, or will be raised by the Company, by the issue of debentures or debenture stock, at such rate of interest as the Secretary of State may determine. Land was provided free; but any land acquired after 30th June 1900 is paid for from the capital of the undertaking.

Terms of contract.—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £40,781,568,* payable, up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

	£
* Company's stock at date of purchase	34,859,218
Debentures and debenture stock	5,922,350
Total	40,781,568

Currency of contract.—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the Company from all debts and liabilities incurred under sanction.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings of the undertaking, that is of the Great Indian Peninsula and Indian

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*contd.*

Terms of contract—*concld.*

Midland railways, there will be deducted—

(*i*) The working expenses, which may include any single item of capital expenditure not exceeding Rs. 2,000 to be classed as a 'Minor work', subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(*ii*) A sum of Rs. 1,00,00,000 which is payable in each half-year to Government;

(*iii*) Repayment of all interest payable on all moneys other than shares or capital stock raised for the purposes of the undertaking or provided by Government after the 30th June 1900.

If the receipts for any year ending on the 30th day of June exceed the payments as above detailed for the same period, $\frac{12}{20}$ths of the surplus are paid to the Secretary of State and $\frac{1}{20}$th to the Company; provided that if the Company increases its new capital and issues further shares or stock as fully paid up in exchange for stock of the Indian Midland Railway Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of $\frac{1}{20}$th as the additional capital of the Company so exchanged bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Table I.									Table II.		
Calendar year. (1)	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Guaranteed interest. (6)	Annuity. (7)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (8)	Gain or loss to the State *pertaining to each calendar year.* (9)	Calendar year. (1)	Earnings per mile per week. (2)	Pro of exp to earnings. (3)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	
1879	25,59,56,152	2,52,48,315	1,01,90,602	3·98	1,24,65,646	...	6,14,291	—28,89,335	1853	119	45·90
									1854	88	60·84
									1855	89	70·21
1880	25,83,96,113	2,49,53,253	1,11,05,551	4·24	1,24,93,200	...	5,53,836	—19,41,485	1856	113	42·17
1881	25,75,86,095	3,20,56,833	1,61,74,097	6·28	1,24,93,200	...	18,23,748	+18,57,149	1857	158	45·27
									1858	173	42·19
									1859	172	51·19
1882	25,75,90,499	3,53,63,201	1,80,88,483	7·02	1,24,93,200	...	32,05,883	+23,89,400	1860	144	60·97
1883	26,07,58,700	3,51,14,365	1,75,36,005	6·72	1,25,12,825	...	33,22,918	+17,00,262	1861	139	76·35
									1862	149	62·02
									1863	175	67·55
1884	26,34,97,600	3,36,56,544	1,59,55,250	6·06	1,42,81,503	...	24,76,048	—8,02,301	1864	119	72·07
1885	26,34,43,316	3,64,32,047	1,79,31,397	6·68	1,51,17,467	...	26,97,344	+ 1,16,586	1865	414	59·54
									1866	357	58·07
									1867	368	55·69
1886	26,92,99,673	3,92,57,907	2,08,78,390	7·75	1,50,91,138	...	39,89,569	+7,97,683	1868	357	61·89
1887	27,03,76,543	3,99,27,468	2,10,80,237	7·80	1,66,44,563	...	41,03,068	+3,32,601	1869	348	67·79
									1870	300	62·25
									1871	307	63·03
1888	27,25,93,364	4,10,59,219	2,16,85,667	7·94	1,72,81,176	...	43,31,246	+23,245	1872	284	64·25
1889	27,50,39,981	3,70,68,814	1,78,91,616	6·51	1,74,32,160	...	26,82,255	—22,22,799	1873	284	64·09
									1874	303	59·17
									1875	324	47·28
1890	27,77,29,064	3,81,45,242	1,90,22,952	6·85	1,55,23,271	...	31,04,971	+3,94,710	1876	369	47·60
1891	27,75,19,731	4,52,55,333	2,32,50,708	8·38	1,67,57,262	...	51,89,008	+13,04,438	1877	492	48·30
									1878	429	48·91
									1879	383	59·64
1892	27,72,17,255	4,06,65,627	2,01,95,097	7·23	1,88,04,314	...	38,13,506	—24,22,723	1880	372	55·49
1893	27,72,93,360	3,88,13,742	1,79,90,922	6·49	1,91,65,618	...	29,25,476	—41,00,172	1881	423	49·40
									1882	470	48·00
									1883	466	48·67
1894	27,91,09,112	3,62,74,296	1,62,42,786	5·82	2,18,32,651	...	30,40,331	—86,30,196	1884	502	52·31
1895	27,95,39,225	3,37,90,194	1,47,16,901	5·26	2,16,97,060	...	16,20,361	—86,00,520	1885	467	50·46
									1886	503	48·49
1896	27,90,29,173	3,44,19,629	1,54,05,060	5·52	2,02,18,872	...	21,53,257	—69,67,069	1887	511	46·84
1897	27,92,85,611	2,84,32,402	93,83,654	3·36	1,89,46,479	...	...	—95,62,825	1888	526	46·96
									1889	494	51·42
									1890	508	49·80
1898	28,18,37,621	3,48,77,496	1,41,02,053	5·00	1,83,20,513	...	13,57,327	—55,75,787	1891	584	48·25
1899	28,55,49,756	3,58,09,431	1,56,57,520	5·48	1,79,65,944	...	17,77,032	—40,85,456	1892	525	49·93
									1893	501	53·57
									1894	468	55·18
									1895	436	56·38
1900 1st half	30,53,31,717	3,46,31,925	95,37,130	3·15	89,65,500	...	14,48,203	—8,76,573	1896	444	55·20
1900 2nd half			66,30,083	2·17	24,34,267	94,88,889	...	—52,93,073			
									1897	367	66·95
1901	30,64,49,134	4,16,57,453	2,16,48,151	7·06	48,96,916	1,90,87,970	1,97,661*	—25,34,396	1898	450	59·49
									1899	462	55·76
									1900	439	52·49
1902	30,83,54,126	4,23,12,668	2,10,98,968	6·84	49,58,679	1,90,56,785	2,64,702	—31,81,198			
									1901	518	48·03
1903	31,08,53,055	4,68,61,534	2,38,12,514	7·66	50,67,701	1,90,28,730	3,79,633	—6,63,550	1902	523	50·18
									1903	575	49·18
1904	32,00,72,108	4,82,41,344	2,41,79,728	7·55	53,19,942	1,90,28,595	3,84,935	—5,53,750	1904	592	49·88
1905	32,65,20,022	5,22,33,377	2,70,20,162	8·28	57,50,859	1,90,28,535	5,08,413	+17,32,355	1905	641	48·27
1906	33,57,64,972	5,05,23,479	2,53,01,900	7·54	61,23,516	1,90,28,535	4,46,777	—2,96,928	1906	623	49·92
1907	35,22,04,837	5,28,77,202	2,49,15,559	7·07	61,14,699	1,90,28,340	4,28,268	—6,55,748	1907	649	52·63

* From 1st July 1900 to 31st December 1901.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (i)}$. GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*

5 (*a*) Great Indian Peninsula railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—*concld.*

WARDHA COAL BRANCH.

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
1879	Rs. 55,99,772	1,65,158	6,073	0·11	2,51,434	—2,45,361	69	81·64
1880	57,32,921	3,02,879	—1,31,730	...	2,57,032	—3,88,762	65	152·90
1881	58,80,993	4,75,988	1,19,447	2·03	2,37,916	—1,18,469	197	104·35
1882	60,94,186	5,95,622	98,287	1·61	2,38,834	—1,40,547	255	76·80
1883	63,98,758	7,64,702	5,89,382	9·22	2,47,602	+3,41,780	126	59·80
1884	66,20,641	6,81,037	2,11,860	3·20	2,61,176	—49,316	121	64·80
1885	66,65,755	6,53,649	1,46,395	2·20	2,64,219	—1,17,824	108	80·66
1886	71,93,093	7,28,205	1,35,936	1·88	2,78,228	—1,42,292	114	92·23
1887	71,00,635	7,68,052	1,31,931	1·86	2,89,465	—1,57,484	125	80·76
1888	70,91,230	8,71,430	1,98,020	2·79	2,84,523	—86,503	135	74·21
1889	70,54,755	8,62,694	2,99,621	4·25	2,82,844	+16,777	142	57·24
1890	70,06,181	9,33,326	2,75,001	3·93	2,81,296	—6,295	140	63·64
1891	49,81,196	2,58,971	60,053	1·21	2,05,779	—1,43,726	...	...
1892	49,87,689	2,32,986	34,096	0·68	1,99,337	—1,65,241	...	...
1893	49,87,689	2,10,856	89,218	1·79	1,99,434	—1,10,271	...	...
1894	49,87,689	2,20,237	89,289	1·79	1,99,508	—1,10,219	...	...
1895	49,90,794	1,93,553	76,363	1·53	1,99,539	—1,23,177	...	...
1896	49,96,305	2,05,078	83,859	1·68	1,99,745	—1,15,886	...	...
1897	49,96,525	1,98,858	58,531	1·17	1,99,794	—1,41,263	...	...
1898	49,96,325	2,09,600	77,227	1·56	1,99,853	—1,22,626	...	...
1899	49,96,325	2,07,216	82,500	1·65	1,99,852	—1,17,352	...	...
1900 (1st half)	*	1,75,380	80,754	...	99,927	—19,173	...	...
1900 (2nd half)			...	...	...	...	...	...
1901	Amalgamated with the Great Indian Peninsula railway.							

DHOND-MANMAD BRANCH.

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (3).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
1879	Rs. 98,90,308	4,67,557	—27,664	...	4,07,525	—4,35,189	62	105·92
1880	1,07,29,227	6,95,094	65,145	0·61	4,76,299	—4,11,154	91	87·31
1881	99,49,346	6,33,862	1,22,588	1·23	3,93,438	—2,70,850	*	*
1882	99,25,416	7,39,558	1,59,192	1·60	3,97,802	—2,38,610	*	*
1883	1,00,64,757	8,22,833	1,92,189	1·91	4,02,585	—2,10,446	109	76·65
1884	1,02,49,438	8,77,100	2,03,785	1·99	4,08,283	—2,04,498	116	76·77
1885	1,02,63,278	9,07,422	2,20,623	2·15	4,10,544	—1,89,921	...	...
1886	1,09,26,745	9,84,718	2,33,764	2·14	4,30,353	—1,96,589	...	...
1887	1,09,46,935	9,60,390	2,27,388	2·08	4,37,893	—2,10,555	...	...
1888	1,09,75,115	10,31,762	2,55,445	2·33	4,38,458	—1,83,013	...	...
1889	1,09,88,830	10,08,616	2,49,427	2·27	4,39,319	—1,89,892	...	...
1890	1,09,93,448	10,61,316	2,63,134	2·39	4,39,629	—1,76,495	...	...
1891	1,10,44,039	11,90,340	3,08,583	2·79	4,40,296	—1,31,713	...	...
1892	1,10,73,028	12,18,412	3,26,335	2·96	4,42,535	—1,14,200	...	...
1893	1,11,37,125	12,90,798	3,45,572	3·13	4,44,246	—98,571	...	...
1894	1,12,11,642	13,61,866	3,51,993	3·41	4,48,018	—96,025	...	...
1895	1,13,18,247	14,04,021	4,03,223	3·61	4,50,104	—41,874	...	...
1896	1,13,73,050	13,11,585	5,67,295	3·23	4,55,018	—87,623	...	...
1897	1,14,06,534	12,01,143	2,81,272	2·47	4,56,230	—1,74,958	...	...
1898	1,14,23,076	11,18,296	2,89,635	2·53	4,56,411	—1,66,776	...	...
1899	1,15,34,107	11,55,032	2,99,555	2·60	4,59,296	—1,59,741	...	...
1900 (1st half)	*	7,25,613	2,11,534	...	2,30,220	—18,686	...	...
1900 (2nd half)			...	...	...	...	...	...
1901	Amalgamated with the Great Indian Peninsula railway.							

KHAMGAON BRANCH.

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1879	Rs. 5,35,617	Rs 38,086	Rs. —266	...	Rs. 146	100·69
1880	5,19,888	27,363	4,922	0·94	91	84·44
1881	4,99,271	41,506	4,561	0·92	*	*
1882	4,91,164	75,966	30,389	6·19	*	*
1883	4,90,996	62,657	22,469	4·58	151	64·14
1884	4,90,903	46,830	13,037	2·66	113	72·16
1885	4,90,739	41,363	11,020	2·25	...	...
1886	4,89,613	59,452	20,233	4·13	...	...
1887	4,89,180	53,479	16,990	3·47	...	...
1888	4,88,357	52,685	15,797	3·23	...	...
1889	4,90,911	65,372	22,528	4·59	...	...
1890	4,90,520	55,288	26,092	5·32	...	...
1891	4,90,408	66,675	32,620	6·65	...	...
1892	4,89,132	65,548	30,909	6·32	...	...
1893	4,87,567	21,697	21,997	4·51	...	...
1894	4,86,003	21,966	21,667	4·46	...	...
1895	5,20,947	26,031	26,031	5·00	...	...
1896	5,22,603	24,446	24,446	4·68	...	...
1897	5,22,150	13,901	13,901	2·66	...	...
1898	5,22,150	24,326	24,326	4·66	...	...
1899	5,22,150	41,850	24,850	2·84	...	...
1900	5,22,150	23,783	13,924	2·67	...	...
1901	5,22,150	49,378	23,337	4·47	120	52·74
1902 (1st half)	*	32,968	17,209	...	120	52·35
1902 (2nd half)		...	...			
1903	Amalgamated with the Great Indian Peninsula railway.					

AMRAOTI BRANCH.

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (1)	Table II. Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(1)	(2)	(3)	(4)	(1)	(2)
1879	Rs. 4,77,043	Rs. 69,904	Rs. 16,175	3·39	Rs. 224	76·86
1880	4,45,585	50,866	3,639	0·82	163	92·85
1881	4,45,663	53,934	34,424	7·72	*	*
1882	4,44,651	85,147	39,535	8·89	*	*
1883	4,44,860	96,160	44,387	9·98	308	53·84
1884	4,44,774	76,782	34,174	7·68	246	55·49
1885	4,44,730	80,803	34,447	7·75	...	...
1886	4,44,686	95,111	44,197	9·93	...	...
1887	4,44,308	88,157	35,855	8·07	...	...
1888	4,43,892	81,710	30,886	6·96	...	...
1889	4,45,615	1,02,023	41,671	9·35	...	...
1890	4,45,155	1,01,502	46,254	10·39	...	...
1891	4,49,395	1,12,909	53,393	11·88	...	...
1892	4,50,160	1,05,762	48,637	10·80	...	...
1893	4,49,998	43,941	43,056	9·57	...	...
1894	4,49,461	42,795	41,910	9·32	...	...
1895	4,49,988	39,187	38,252	8·50	...	...
1896	4,51,119	43,756	42,871	9·50	...	...
1897	4,52,445	30,746	29,862	6·60	...	...
1898	4,54,498	40,057	39,172	8·62	...	...
1899	4,54,417	33,099	32,214	7·09	...	...
1900	4,54,418	78,582	32,436	7·14	...	...
1901	4,51,915	1,08,578	50,537	11·12	365	53·73
1902 (1st half)	*	79,582	41,099	...	488	53·88
1902 (2nd half)		...	...			
1903	Amalgamated with the Great Indian Peninsula railway.					

* Included with the Great Indian Peninsula railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$ **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

Details of construction—

This railway is 125·99 miles long. Its construction was sanctioned in 1898 and it was opened in 1904.

Permanent-way.—The line is laid with 85-lb. bull-headed steel rails on 45-lb. cast iron chairs spiked with 3 spikes to deodar sleepers.

Ballast.—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

Fencing.—The Kosi-Delhi section is fenced and the Agra-Kosi section is being fenced.

Curves.—The sharpest curve is of 950 feet radius.

Gradients.—The ruling gradient is 1 in 400, except between Raja-Ki-Mandi Junction and Agra Jail and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

Terms of contract—

This railway is being worked under a contract (between the Secretary of State and the Great Indian Peninsula Railway Company) which is under consideration and which is to be deemed to have commenced on and from the day on which the Agra-Delhi Chord railway was opened for public traffic.

The general conditions of the contract are as follows :—

Government aid.—The line is the property of the State.

Currency of contract.—The contract may during its subsistence be terminated on the 30th June or 31st December either by the Secretary of State or the Company giving to the other party not less than twelve calendar months' notice in writing.

Terms of working.—The charge for working expenses of the Agra-Delhi Chord railway bears the same proportion to its gross earnings as the entire working expenses of the Great Indian Peninsula railway "undertaking" including the Agra-Delhi chord railway bear to their combined gross earnings. The whole of the net earnings belong to Government.

Rates and fares.—The same as are in force on the Great Indian Peninsula railway undertaking.

Statistics of working—

	Table I.						Table II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (2)	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1904 . .	1,05,90,556	18,070	9,992	0·09	2,95,164	—2,85,172	43	44·71
1905 . .	1,22,46,927	8,04,655	4,19,625	3·43	4,20,181	—556	140	47·85
1906 . .	1,27,90,807	16,46,320	8,15,363	6 37	4,70,283	+3,45,080	253	50·4
1907 . .	1,28,37,017	16,15,900	7,45,489	5·81	4,09,625	+3,35,864	247	53·87

5 (*c*) Bhopal-Itarsi railway (5′ 6″ gauge)—

Details of construction—

This railway is 57·39 miles long. Its construction was sanctioned in 1880 and it was opened in 1884.

Permanent-way.—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast iron pot sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

Terms of contracts—

The Bhopal-Itarsi railway is worked under the following :—

Agreements of—16th September 1880 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

2nd December 1890, supplemental to that of 1880, for division of profits.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working by the Great Indian Peninsula Railway Company.

The general conditions of the contracts are as follows :—

Government aid.—The British Government have paid for the portion, 13·11 miles, in British territory, and a moiety of the cost of the bridge over the Nerbudda, or in all about 13 lakhs ; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. All additional capital has to be provided by Government.

Currency of contract.—The provisions in the principal contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend, and are applicable, to the Bhopal-Itarsi railway.

Power of Company to surrender contracts.—Nil.

Terms of working.—The Company receives a sum bearing the same percentage to the gross receipts of the Bhopal-Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*c*) Bhopal-Itarsi railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Rates and fares.—The same rates and fares as are in force on the Great Indian Peninsula railway.

Statistics of working—

TABLE I.

Calendar year.	Bhopal-Itarsi (British section). Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Bhopal-Itarsi (Native State section). Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (8).
(1)	(2)	(3)	(4)	(5)	(6	(7)	(8)	(9)	(10)	(11)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	
1880	...	...	...	...	...	...	1,21,846	...	...	...
1881	...	...	...	...	...	...	15,78,157	...	...	...
1882	12,50,000	14,376	2,704	0·08	50,000	—47,296	34,60,091	14,376	2,704	0·08
1883	12,50,000	25,573	—9,135	...	50,000	—59,135	38,23,236	25,573	—9,135	...
1884	12,50,000	7,664	—1,406	...	50,000	—51,406	45,63,261	28,102	—5,152	...
1885	12,50,000	27,425	—3,874	...	50,000	—53,874	47,71,375	1,04,633	—14,789	...
1886	12,50,000	27,822	—3,340	...	50,000	—53,240	48,26,636	1,47,416	—12,501	...
1887	12,50,000	43,227	3,850	0·31	50,000	—46,150	48,09,939	1,85,576	14,813	0·31
1888	12,50,000	55,117	5,340	0·43	50,000	—44,660	48,01,701	1,86,548	18,072	0·38
1889	12,50,000	79,163	—5,422	...	50,000	—55,422	48,40,846	2,67,936	—18,351	...
1890	12,85,077	87,765	—16,572	...	50,351	—66,923	50,00,000	2,97,049	—56,093	...
1891	15,13,568	1,30,884	48,607	3·21	57,713	— 9,106	50,00,000	4,60,431	1,73,154	3·46
1892	17,46,208	1,53,099	56,387	3·23	69,131	—12,744	50,00,000	4,47,797	1,65,883	3·32
1893	20,25,058	1,69,162	52,038	2·57	78,429	—26,391	50,00,000	4,24,236	1,30,925	2·62
1894	21,71,496	1,61,658	61,455	2·83	83,509	—22,054	50,00,000	3,80,217	1,44,607	2·89
1895	23,47,963	1,42,658	46,314	2·05	89,923	—43,209	50,00,000	3,18,074	1,02,821	2·06
1896	23,71,377	1,63,638	62,744	2·76	90,107	—27,363	50,00,000	3,61,363	1,38,532	2·77
1897	23,97,134	1,52,215	61,135	2·66	91,805	—30,670	50,00,000	3,31,379	1,33,096	2·66
1898	23,24,365	1,93,364	79,435	3·42	92,477	—13,042	50,00,000	4,17,010	1,71,375	3·43
1899	23,61,938	2,09,611	84,080	3·56	93,303	— 9,223	50,00,000	4,47,225	1,79,444	3·59
1900	23,87,339	2,55,120	1,27,332	5·33	95,293	+32,039	50,00,000	5,35,369	2,67,288	5·35
1901	25,46,891	2,92,861	1,44,235	5·66	98,989	+45,246	50,00,000	5,85,152	2,88,838	5·77
1902	28,02,330	3,46,103	1,71,236	6·11	1,06,632	+64,604	50,00,000	6,37,038	3,16,683	6·33
1903	30,92,697	3,77,177	1,91,441	6·19	1,17,285	+74,156	50,00,000	6,31,911	3,21,328	6·43
1904	31,52,907	3,95,734	1,98,066	6·28	1,20,127	+77,939	50,00,000	6,43,742	3,22,374	6·45
1905	31,76,934	3,25,637	1,67,805	5·27	1,23,241	+44,064	50,00,000	5,21,619	2,67,959	5·36
1906	32,57,841	3,60,294	1,78,761	5·49	1,25,079	+53,682	50,00,000	5,66,833	2,81,376	5·63
1907	33,98,742	4,83,589	2,27,071	6·68	1,21,565	+1,05,596	50,00,000	7,32,284	3,44,438	6·88

TABLE II.

Calendar year.	British section. Earnings per mile per week.	British section. Proportion of expenses to earnings.	Native State section. Earnings per mile per week.	Native State section. Proportion of expenses to earnings.
(1)	(1)	(2)	(3)	(4)
	Rs.		Rs.	
1880	...	...	...	...
1881	...	...	...	...
1882	70	31·90	Included with British section	
1883	43	135·72		
1884	40	104·18		
1885	Included with Peninsula railway.		Great Indian	
1886				
1887				
1888				
1889	117	106·85	117	106·85
1890	130	118·88	130	118·88
1891	200	62·50	199	62·50
1892	226	63·16	195	62·96
1893	248	69·17	185	69·17
1894	237	61·98	166	61·97
1895	209	67·68	138	67·64
1896	241	61·75	157	61·63
1897	223	59·84	144	59·84
1898	284	58·81	181	58·90
1899	307	59·89	194	59·88
1900	375	50·12	234	50·06
1901	430	50·75	254	50·64
1902	508	51·51	278	48·74
1903	553	49·48	276	48·84
1904	583	50·14	279	49·81
1905	477	48·57	227	48·63
1906	531	50·37	246	50·36
1907	710	53·04	318	52·96

5 (*d*) Bhopal-Ujjain railway (5′ 6″ gauge)—

Details of construction—

This railway is 113·27 miles long. Its construction was sanctioned in 1892 and it was opened in 1895.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.

Ballast.—The line is fully ballasted throughout with broken stone.

Fencing.—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following:—

Agreements of—4th August 1896 (between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company) for working the Bhopal-Parbati section.

4th August 1896 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working the Parbati-Ujjain section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

The general conditions are as follows:—

Government aid.—*Nil.* The Bhopal-Parbati section is owned by the Bhopal Durbar and the Parbati-Ujjain section, by the Gwalior Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bhopal-Parbati section the Company retains out of the gross receipts a sum bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system including branches as the gross receipts of the section bear to the whole gross receipts of that system including branches.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$ **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*d*) Bhopal-Ujjain railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

For the Parbati-Ujjain section the Company retains 50 per cent. of its gross receipts for each half-year' and receives rent for works, &c., in sole and joint use at Ujjain Junction and rent for the telegraph lines and instruments when not the property of the railway.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Per centage of net earnings on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1892	88,462	...	...	...	...	...
1893	22,76,863	...	...	...	...	...
1894	53,53,849	...	...	...	...	...
1895	69,69,931	1,958	979	0·01	...	50·00
1896	77,77,604	3,69,114	1,80,218	2·32	63	51·17
1897	75,86,180	3,72,337	1,84,660	2·45	63	50·40
1898	75,85,789	4,16,940	2,05,051	2·70	71	52·23
1899	76,54,290	5,82,241	2,77,911	3·63	99	50·79
1900	76,88,020	9,46,349	4,65,681	6·06	161	52·00
1901	77,61,569	5,45,956	2,62,044	3·38	93	52·36
1902	78,02,855	5,82,063	2,77,292	3·75	99	49·35
1903	78,11,402	4,44,766	2,14,841	2·86	76	49·99
1904	78,14,670	4,54,721	2,17,582	2·91	77	51·23
1905	78,35,712	6,08,240	2,96,639	3·91	103	
1906	78,51,048	6,86,799	3,31,924	4·23	117	51·67
1907	78,58,669	7,81,578	3,74,678	4·77	133	52·06

5 (*e*) Bina-Goona-Baran railway (5′ 6″ gauge)—

Details of construction—

This railway is 145·63 miles long. Its construction was sanctioned in 1892 and it was opened in 1899.

Permanent-way.—The line is laid with 75-lb. flat-footed steel rails on deodar sleepers.

Ballast.—The line is ballasted with broken stone and laterite.

Fencing.—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient is 1 in 125.

Terms of contracts—

The railway is worked under the following :—

Agreements of—15th July 1896 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Bina-Goona section.

12th May 1899 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Goona-Dharnaoda section.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working the Dharnaoda-Chabra section.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working the Chabra-Baran section.

Contract of—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

Agreement of—16th March 1905 between the Tonk and Gwalior Durbars for purchase by the latter of the Dharnaoda-Chabra section.

The general conditions are as follows :—

Government aid.—*Nil.* The Bina-Goona, Goona-Dharnaoda and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar.

Currency of agreements.—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

Terms of working.—For the Bina-Goona section the Company retains 50 per cent. of its gross receipts for each half-year, and receives rent for works, etc., in sole and joint use at Bina junction, and rent for telegraph lines and instruments when not the property of the railway.

For the Goona-Dharnaoda, Dharnaoda-Chabra and Chabra-Baran sections the Company retains out of the gross receipts a sum (which includes any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work', subject to a maximum charge on such account of Rs. 20 per mile open in each half-year) bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system as the gross receipts of each section bear to the whole gross receipts of that system. This sum not to exceed 50 per cent. of the gross receipts in the case of the Goona-Dharnaoda section.

Rates and fares.—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*e*) Bina-Goona-Baran railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Table II. Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1891	51,905	...	...	...	...	...
1892	2,57,611	...	...	...	...	...
1893	35,18,701	...	...	...	...	...
1894	47,79,618	...	...	...	...	...
1895	49,81,035	48,701	22,198	...	19	54·43
1896	54,16,074	91,140	36,821	0·68	24	59·60
1897	67,73,621	1,02,386	43,446	0·50	27	57·57
1898	97,66,068	1,30,004	58,040	0·59	35	55·36
1899	99,31,680	2,67,359	1,26,108	1·27	43	52·83
1900	1,00,21,605	4,34,847	2,20,490	2·20	57	49·29
1901	1,00,43,286	2,52,716	1,22,970	1·22	33	51·34
1902	99,14,442	2,36,825	1,13,945	1·14	32	53·77
1903	99,62,459	3,21,885	1,55,600	1·63	42	49·49
1904	99,87,016	3,91,886	1,90,897	1·91	52	51·28
1905	99,90,394	3,66,669	1,81,269	1·88	49	50·83
1906	99,94,053	4,90,644	2,41,081	2·41	65	50·73
1907	99,94,424	5,63,802	2,71,691	2·72	74	51·81

5 (*f*) Indian Midland railway (5′ 6″ gauge)—

Chairman.—Rt. Hon'ble Sir Andrew R. Scoble, K.C.S.I.

Secretary.—R. H. Walpole, Esq.

Offices.—48, Copthall Avenue, London, E.C.

Details of construction—

The open mileage of the Indian Midland railway is 809·85 miles, which may be divided into main line (Bhopal to Agra Road), 318·59 miles, and branches, 491·26 miles.

Sanction was first given to the construction of this line in 1876 and the main line was opened throughout in 1889.

Permanent-way.—The whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326·64, and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 331·64 to Hamirpur Road is laid with East Indian railway 75-lb. double-headed steel rails on Denham Olpherts' sleepers. The East Indian railway type rails and Denham Olpherts' sleepers are being gradually renewed with Indian Midland railway 80-lb. flat-footed steel rails and cast iron oval pots.

Ballast.—The line is ballasted with gravel, laterite, kunkur or stone.

Fencing.—The main line is fenced throughout and the branches are partially fenced.

Curves.—There are no curves with a radius of less than 990 feet.

Gradients.—The ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmau where it is 1 in 200.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—2nd October 1885—Indian Midland Railway Company's principal contract.
18th March 1890—Contract for the acquisition of the Scindia railway.
13th June 1896—Contract for the Saugor-Katni railway.
21st December 1900—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

Government aid.—Interest at 4 per cent. per annum in sterling is guaranteed on £3,000,000 share capital. On further capital that may be required the guarantee to be 4 per cent. or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system; and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company raising only the amount required for expenditure in England. Land was provided free.

Currency of contracts—(1) *Indian Midland railway contract.*—The contract of 1885 may be determined by Government giving 12 months' previous notice on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations, or if the line be worked at a loss for not less than three consecutive half-years. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900; but the Indian Midland Railway Company's right to a 4 per cent. guarantee on share capital and one-fourth share of surplus profits remains in full force till the termination of either the contract of 1885 or that of 1900.

(2) *Scindia and Saugor-Katni railways contracts.*—The contracts of 1890 and 1896 run concurrently with that of 1885, to which they are supplemental.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number. Main head 5 / Sub-heads (a) to (i). **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

5 (*f*) Indian Midland railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings for any calendar year will be deducted working expenses, and the net earnings applied towards payment to Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, the balance to be divided in proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

	Table I.							Table II.			
								Scindia.		Indian Midland.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)	(3)	(4)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.		Rs.	
1878 . .	...	...	...	...	...	...	...	54	133·30	...	...
1879 . .	75,22,551	90,916	—33,772	...	3,06,178	...	—3,39,950	39	134·95	...	...
1880 . .	81,63,253	2,01,823	20,129	0·25	3,57,620	...	—3,37,491	58	88·05	...	...
1881 . .	38,16,663	3,01,681	78,342	0·91	3,48,809	...	—2,70,467	81	77·35	...	...
1882 . .	87,63,714	3,29,299	92,231	1·05	3,47,303	...	—2,55,072	85	71·99	...	...
1883 . .	92,92,537	3,38,511	1,59,716	1·72	3,56,750	...	—1,97,034	87	52·82	...	...
1884 . .	1,18,68,111	3,68,326	1,72,603	1·15	3,74,122	...	—2,01,519	95	53·14	...	...
1885 . .	1,60,14,107	3,94,081	1,99,680	1·24	6,48,112	...	—4,48,432	101	49·33	...	...
1886 . .	2,48,06,293	3,91,832	2,14,526	0·86	18,69,268	...	—16,54,742	101	49·69	56	82·03
1887 . .	5,10,96,457	6,32,204	2,78,043	0·54	20,00,184	...	—17,22,141	117	46·62	81	80·63
1888 . .	6,96,62,213	10,27,638	3,74,204	0·54	28,55,488	...	—24,81,284	95	47·74	99	72·53
1889 . .	7,84,45,085	30,69,255	6,33,111	0·81	31,24,456	...	—24,91,345	...	...	92	77·32
1890 . .	8,32,79,427	31,24,365	5,99,780	0·72	33,94,157	...	—27,94,377	...	...	86	80·80
1891 . .	8,52,46,148	41,62,361	13,52,172	1·59	33,12,200	...	—19,60,028	...	...	115	67·51
1892 . .	8,65,79,006	44,77,625	17,26,260	1·99	37,23,985	...	—19,97,725	...	...	124	61·45
1893 . .	8,71,62,843	44,59,053	17,00,409	1·95	41,40,194	...	—24,39,785	...	...	123	61·87
1894 . .	8,78,06,437	52,22,033	22,02,334	2·51	42,59,815	...	—20,57,481	...	...	144	57·83
1895 . .	8,81,49,985	44,91,707	16,48,360	1·87	45,97,495	...	—29,49,135	...	...	124	63·30
1896 . .	9,25,53,896	48,51,951	20,17,329	2·18	44,23,983	...	—24,06,154	...	...	134	58·41
1897 . .	9,77,94,421	54,89,540	24,06,565	2·46	42,53,893	...	—18,47,328	...	...	150	56·16
1898 . .	9,96,74,805	56,25,823	25,11,911	2·52	39,91,036	...	—14,79,125	...	...	147	55·35
1899 . .	10,16,34,077	64,77,226	27,82,950	2·74	39,75,411	...	—11,92,461	...	...	152	57·03
1900 . .	10,31,35,002	90,60,560	48,72,287	4·72	37,79,188	1,97,526	+ 8,95,573	...	...	213	46·23
1901 . .	10,58,27,081	82,43,068	42,50,587	4·02	39,22,132	...	+ 3,28,455	...	...	199	48·43
1902 . .	10,62,11,714	90,49,628	44,74,612	4·21	41,04,505	...	+ 3,70,107	...	...	209	50·55
1903 . .	10,98,96,302	80,86,118	40,92,942	3·73	41,85,502	...	— 92,560	...	...	180	49·35
1904 . .	11,22,35,779	82,90,712	41,48,862	3·70	42,59,767	...	— 1,10,905	...	...	183	49·96
1905 . .	11,31,43,178	79,91,823	40,84,528	3·61	42,77,173	...	— 1,92,645	...	...	178	48·59
1906 . .	11,41,69,155	98,69,294	49,19,560	4·31	42,96,283	...	+ 6,23,277	...	...	234	50·15
1907 . .	11,51,84,261	1,14,73,958	53,43,778	4·64	43,03,928	1,17,055	+9,22,795	...	...	256	53·43

5 (*g*) Gwalior Light railway (2′ 0″ gauge)—

Details of construction—

The open mileage of this railway is 133·53 miles, and may be divided into the following sections :—(1) Gwalior to Sipri, 73·81 miles, (2) Gwalior to Bhind, 52·33 miles, and (3) Gwalior to Sabalgarh, 57·39 miles. The first two sections were opened in 1899 and the third in 1904.

Besides the above there were 66·39 miles under construction.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sal and steel trough sleepers.

Ballast.—The line is fully ballasted throughout with broken stone, sand and moorum.

Fencing.—The line is fenced between Gwalior and Morar only.

Curves.—The sharpest curve in station yards has a radius of 200 feet. The sharpest curve out of stations has a radius of 955 feet.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—11th October 1900 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The Gwalior Light railway is the property of the Gwalior Durbar.

Currency of contract.—Either party may determine the agreement by giving three months' notice.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

5 (*g*) Gwalior Light railway (2′ 0″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of working.—The gross receipts are collected and treated as receipts of the Indian Midland Railway Company and from them are deducted the actual expenditure in the Traffic and Audit departments, for station and train staff, audit clerks, on printing and stationery and stores consumed, and all other expenses connected therewith, and 5 per cent. per annum for construction and maintenance of accommodation required for the exclusive use of the light railway; 7½ per cent. for ballast, permanent-way, etc., including maintenance and renewal, *plus* 10 per cent. to cover supervision and general charges other than those rendered in the accounts. The balance is paid over to the Gwalior Durbar.

Rates and fares.—Rates and fares are the same as those in force on the Great Indian Peninsula railway.

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1896	2,166	...	...	...	...	...
1897	1,03,552	...	...	...	...	...
1898	9,30,815	...	...	...	...	...
1899	22,79,267	4,094	—4,113	...	6	258·33
1900	27,10,557	84,617	—137	...	13	100·16
1901	31,00,762	82,227	—520	...	13	100·63
1902	39,77,104	1,09,577	9,346	0·33	17	91·47
1903	41,76,953	1,66,002	68,226	1·63	25	58·90
1904	46,62,993	1,83,284	52,501	1·13	22	71·36
1905	54,72,847	1,89,735	52,745	0·96	20	72·20
1906	57,87,428	2,58,222	1,12,211	1·94	27	56·54
1907	63,00,513	3,08,791	1,15,709	1·84	32	62·52

5 (*h*) Matheran Light railway (2′ 0″ gauge)—

Details of construction—

The line, from Neral station on the Great Indian Peninsula railway to the hill station of Matheran, is 12·61 miles long. Its construction by Mr. Abdul Husein Adamjee Peerbhoy of Bombay was authorized in 1904 and it was opened in 1907.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on half-round teak and other wood sleepers.

Ballast.—Broken stone.

Fencing.—Not fenced.

Curves.—The sharpest curve is of 60 feet radius.

Gradients.—The gradient is 1 in 20 compensated.

Terms of contract—

This railway is maintained and worked under the terms of—

The Order accompanying Bombay Government, Public Works Department, (Railway) Notification No. 34, dated the 28th July 1904.

Agreement—Of May 1906 (between the Promoter and the Great Indian Peninsula Railway Company).

The general conditions are as follows :—

Government aid.—Free provision of Government land.

Currency of agreement.—Government may purchase the undertaking as a going concern from the promoter on 1st January 1940, or at the expiration of any subsequent period of 5 years, at 25 times the average net earnings of the undertaking for the 3 calendar years immediately preceding the date of purchase.

Terms of working.—Actual out of pocket expenses.

Rates and fares.—Certain maxima have been fixed.

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of the year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1907	10,11,300	17,529	—12,783	...	34	172·92

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*concld.***

5 (*i*) Baran-Kotah railway (5′ 6″ gauge)—

Details of construction—

This railway, from Baran to Kotah, will be 40·78 miles long. Its construction was sanctioned in 1906 and it was opened temporarily for about four months in 1907.

Permanent-way.—The permanent-way consists of 87-lb. flat-footed steel rails and Australian or sal sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line will not be fenced.

Curves.—The sharpest curve is of 1,809 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contract—

The line is the property of the State. The agreement for working by the Great Indian Peninsula Railway Company is under consideration.

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM—**

Chairman.—Lieutenant-Colonel R. Gardiner, R.E.

Secretary.—W. H. Cole, Esq., M.I.C.E.

Offices.—1, Broad Street Place, Finsbury Circus, London, E. C.

Lines comprising the system.—The Madras railway system is made up of—

		Open line.	Under construction or sanctioned for construction.	Total.
		Miles.	Miles.	Miles.
(*a*) Madras railway	(5′ 6″ gauge)	905·02	...	905·02
(*b*) Azhikal-Mangalore extension	(5′ 6″ gauge)	77·26	...	77·26
(*c*) Kolar Gold-fields railway	(5′ 6″ gauge)	9·88	...	9·88
(*d*) Madras (North East line) [Southern section of the East Coast (State) railway].	(5′ 6″ gauge)	498·03	...	498·03
(*e*) Nilgiri railway	(3′ 3⅜″ gauge)	16·99	11·75	28·74
(*f*) Shoranur-Cochin railway	(3′ 3⅜″ gauge)	64·75	...	64·75
(*g*) Morappur-Dharmapuri railway	(2′ 6″ gauge)	18·53	...	18·53
(*h*) Tirupattur-Krishnagiri railway	(2′ 6″ gauge)	25·38	...	25·38
(*i*) *Salem-Attur railway*	(5′ 6″ *gauge*)	...	36·06	36·06
	Total	1,615·84	47·81	1,663·65

Running powers—

Foreign lines over Home line—

	Miles.
Bengal-Nagpur railway, Waltair to Vizagapatam (including Wharf and Swamp lines)	4·97
Southern Mahratta railway, Tadepalli to Bezwada	2·97
Nizam's Guaranteed State railway, distant signal at Bezwada to Bezwada station	0·89
for passenger and goods trains. Total	8·83

6 (*a*) Madras railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the Madras railway proper amounts to 905·02 miles. This may be divided into (1) the *South-West line*, main line (Madras to Azhikal), 472·73 miles; branches, 124·01 miles: and (2) the *North-West line* (Arkonam to Raichur), 308·28 miles. Of these 44·45 miles are double line.

Sanction was first given to the construction of the South-West line in 1853 and it was opened through to Calicut in 1888. The North-West line was sanctioned in 1859 and was opened through to Raichur in 1871.

Permanent-way.—The present type of permanent-way for the main line is 80-lb. bull-headed steel rails, laid on cast iron pots, each weighing 112 lbs. The section, Calicut to Azhikal, is laid with 60-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient between Madras and Mallapuram is 1 in 200; between Mallapuram and Calicut, 1 in 100 (except at Mallapuram Ghat where it is 1 in 70 and at Walayar Ghat where it is 1 in 62); between Calicut and Cannanore, 1 in 150; between Jalarpet and Bangalore, 1 in 100 (except at Kuppam Ghat where it is 1 in 66); between Podanur and Mettupalaiyam, 1 in 80; between Olavakkot and Palghat, 1 in 105; between Walajah Road and Ranipet, 1 in 150; and between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 66).

Terms of contracts—

The Madras railway is worked under the following contracts:—

Contracts of—22nd December 1852 (South-West line).
19th December 1855 (South-West line).
13th August 1858 (North-West line).
2nd January 1871 (Amalgamation).
18th January 1901 (Calicut-Azhikal extension).
1st November 1901 (Walajah Road (Arcot)-Ranipet branch).

The general conditions of the contracts are as follows:—

Government aid.—Guarantee of interest in sterling at 5 per cent. for term of contract. On some portion of the share capital and on debentures lower rates of interest are guaranteed. Land was provided free of cost.

Currency of contracts.—In ninety-nine years from 1st April 1857 the line reverts to Government on paying for the rolling-stock at its fair value, provided the Company does not previously give notice of its intention to surrender the contract. Government may, within six months after the expiration of 25 or 50 years of the term, determine the contract by purchase at the mean market value of the shares during the three preceding years. Possession to be taken of the railway at the half-yearly day next but one following the notice. Government may also determine the contract at any time, on giving three months' notice, if the Company fails to observe its obligations, Government repaying the capital expended.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*contd.*

6 (*a*) Madras railway proper (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Power of Company to surrender contract.—The Company may, at any time, surrender on six months' notice, receiving back (either in cash or by annuity at the option of the Government) the capital expended.

Terms of working.—As to the lines covered by the contract of 2nd January 1871, after deducting from the gross earnings the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor work", subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), the surplus profits, after repayment of the guaranteed interest of each half-year converted at the rate of exchange of 1*s.* 10*d.* per rupee, are divided equally between Government and the Company. As to the Calicut-Azhikal railway working expenses are calculated at the average rate prevailing in each half-year over the entire system, and if the net earnings in any half-year exceed the interest charges converted at the prescribed rate of exchange, one-fifth belongs to the Company; but any deficiency in one half-year is a first charge on the net receipts of that and the next succeeding half-year of every line of railway for the time being belonging to the Company. Subject to the provisions in the contract of 18th January 1901 the covenants and provisions of the several principal indentures apply to the Calicut-Azhikal railway.

Rates and fares.—Under the contract Government fixed maxima rates and fares, which cannot be altered by Government until the net receipts exceed 10 per cent. on the capital outlay. The fixed maxima rates cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company, by an executive order, to vary its rates within the prescribed maxima without reference to Government.

Statistics of working—

Table I.								Table II.		
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Guaranteed interest (at current rates of exchange).	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)	(3)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		Rs.	
1879	11,45,68,493	66,26,486	20,75,170	1·81	57,04,205	...	—36,29,035	1856	75	51·66
								1857	91	47·13
								1858	93	55·53
1880	11,39,78,220	61,62,546	19,57,137	1·73	57,16,332	...	—37,59,195	1859	122	60·35
								1860	117	73·50
1881	11,40,07,808	63,11,312	20,75,856	1·82	57,16,365	...	—36,40,509	1861	91	71·08
								1862	84	74·02
1882	11,39,69,608	69,18,571	25,70,841	2·25	56,89,011	...	—31,18,170	1863	110	68·57
								1864	133	49·62
1883	11,39,92,074	66,31,909	25,26,549	2·22	57,08,416	...	—31,81,867	1865	145	45·69
								1866	147	45·82
1884	11,42,51,164	71,41,318	29,35,687	2·57	64,23,432	...	—34,87,745	1867	153	43·47
								1868	181	41·43
1885	11,50,33,160	76,57,993	32,79,168	2·85	67,36,206	...	—34,57,038	1869	171	49·16
								1870	146	52·84
1886	11,59,81,297	79,66,097	32,29,243	2·78	71,24,952	...	—38,95,709	1871	139	51·27
								1872	143	52·19
1887	11,40,70,150	81,72,535	28,80,029	2·52	73,20,207	...	—44,40,178	1873	157	56·94
								1874	132	64·67
1888	11,53,78,656	85,31,054	35,21,615	3·05	76,23,851	...	—41,02,236	1875	144	70·23
								1876	159	64·38
1889	11,63,84,605	91,10,894	37,38,421	3·21	76,69,934	...	—39,31,513	1877	225	59·26
								1878	148	76·05
1890	11,79,84,234	95,06,134	45,21,480	2·83	68,85,958	...	—23,64,478	1879	148	68·68
								1880	186	68·24
1891	11,89,52,099	93,44,638	39,06,529	3·28	73,92,186	...	—34,85,657	1881	141	67·11
								1882	155	62·84
1892	11,97,71,835	96,24,670	42,92,183	3·58	83,62,369	...	—40,70,236	1883	148	61·99
								1884	160	58·39
1893	12,03,89,499	1,05,05,036	54,21,742	4·50	84,82,782	...	—30,60,990	1885	171	57·15
								1886	178	59·46
1894	12,05,25,315	1,03,21,012	49,47,863	4·10	96,56,469	...	—47,08,606	1887	189	64·76
								1888	195	58·73
1895	12,05,91,797	1,12,08,407	53,10,810	4·30	96,17,435	53,195	—36,60,320	1889	209	53·92
								1890	218	52·44
1896	12,11,52,091	1,08,80,251	53,85,291	4·44	89,92,684	...	—36,07,393	1891	214	56·26
								1892	221	55·40
1897	12,15,01,808	1,14,65,314	59,82,565	4·92	84,81,597	91,135	—25,90,167	1893	241	48·39
								1894	237	52·06
1898	12,22,60,990	1,07,20,483	54,12,657	4·43	82,40,191	90,546	—29,18,080	1895	257	47·55
								1896	249	50·50
1899	12,34,93,025	1,05,45,102	50,16,254	4·06	80,58,144	...	—30,41,890	1897	263	47·65
								1898	246	49·51
1900	12,62,82,369	1,13,39,222	53,70,820	4·25	81,24,701	...	—27,53,881	1899	240	52·43
								1900	254	51·75
1901	13,13,51,379	1,14,86,803	57,85,603	4·40	83,15,733	...	—25,30,130	1901	253	49·63
								1902	256	50·25
1902	13,50,23,663	1,18,41,074	57,91,420	4·29	84,41,464	...	—26,50,044	1903	261	55·88
								1904	293	54·43
1903	13,64,08,517	1,26,21,022	55,67,864	4·08	84,39,831	...	—28,71,967	1905	295	57·83
								1906	322	59·05
1904	13,71,10,000	1,37,65,064	62,73,135	4·57	86,30,058	...	—23,56,923			
1905	13,85,08,336	1,39,16,956	58,69,047	4·24	87,03,239	...	—28,34,192	1907	335	66·16
1906	14,02,39,676	1,50,91,141	61,78,289	4·40	87,71,265	1,25,000	—27,17,976			
1907	14,54,01,254	1,57,49,921	53,29,084	3·67	87,15,204	...	—33,86,120			

[NOTE.—Government relinquished their right to determine the contracts at the end of the 25th year; but on the 30th April 1907 the Secretary of State for India gave notice of his intention to purchase the Company's property with effect from the 1st January 1908, and negotiations have been concluded for working the line by the agency of the Madras and Southern Mahratta and South Indian railways.]

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number Main head 6 / Sub-heads (*a*) to (*i*). **MADRAS RAILWAY SYSTEM**—*contd.*

6 (*b*) Azhikal-Mangalore extension (5′ 6″ gauge)—

Details of construction—

The open mileage (Azhikal to Mangalore) is 77·26 miles. It was sanctioned in 1901 and opened throughout in 1907.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on pyinkado, sal and jarrah sleepers.

Ballast.—The line is ballasted with laterite broken to 2 ″ gauge in cuttings and sand with laterite covering in banks.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 90,

Terms of contract—

The line is worked under the following contract :—

Contract of—30th December 1903 (between the Secretary of State and the Madras Railway Company) for construction, maintenance and working—supplemental to the contract of 31st December 1902, for working a portion of the late East Coast (State) railway.

The general conditions of the contract are as follows :—

Government aid.—The line is the property of the State.

Currency of contract.—The contract is to continue in force till the 31st December 1907.

Terms of working.—The working expenses are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a ' Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year ; a sum not exceeding Rs. 40 for every mile of line open to traffic for Government supervision and control ; and the following :—

The actual expenditure incurred under the account heads of " Maintenance and renewal of permanent-way," " Repairs of bridges, etc., wages and materials," " Conservancy of rivers," and " Repairs of staff quarters ;" and

the share of general working expenses of the system under the remaining heads of account in proportion to the gross earnings of the State railway.

The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

Statistics of working—

	Table I.						Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1906 . . .	1,20,19,658	30,310	14,090	0·12	4,17,122	—4,02,132	93	50·54
1907 . . .	1,33,15,260	1,67,958	70,695	0·53	4,16,846	—3,46,151	48	57·91

[Note.—With effect from the 1st January 1908, the line was merged in the South Indian Railway Company's system.]

6 (*c*) Kolar Gold-fields railway (5′ 6″ gauge)—

The railway was constructed by the Mysore State in order to provide facilities for the gold-fields.

Details of construction—

The railway is 9·88 miles long and connects Bowringpet with Marikuppam. Its construction was sanctioned in 1892 and it was opened in 1894.

Permanent-way.—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 66.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—1st July 1902 (between the Mysore Government and the Madras Railway Company) for working and maintenance with effect from 1st January 1901.

The general conditions of the agreement are as follows :—

Government aid.—The line is the property of the Mysore State.

Currency of agreement.—The agreement to remain in force subject to six months' notice from either side on the 30th of June or the 31st of December of any year.

Terms of working.—The Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system, including this line, bear to the gross earnings of that system, and 5 per cent. of the gross earnings of the railway for rolling-stock.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*contd.*

6 (c) Kolar Gold Fields railway (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Rates and fares.—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time on the Madras railway.

Statistics of working—

Calendar year.	TABLE I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	TABLE II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs	
1892	27,661	...	...	...	...	...
1893	5,27,634	...	...	...	...	...
1894	6,56,175	75,771	29,273	4·46	249	61·37
1895	6,61,654	1,52,953	66,379	10·03	294	56·60
1896	7,45,004	1,55,317	63,287	8·50	299	59·25
1897	7,91,074	2,08,854	90,278	11·41	402	56·77
1898	8,09,587	2,04,002	82,133	10·15	392	59·82
1899	10,79,552	1,77,667	56,827	5·27	342	68·01
1900	10,77,901	2,08,892	67,093	6·22	402	67·88
1901	11,20,330	2,17,661	91,877	8·20	421	57·79
1902	11,38,480	2,16,629	84,864	7·45	422	60·83
1903	11,62,504	2,07,257	75,237	6·47	403	67·70
1904	11,73,128	2,44,744	89,230	7·61	476	63·54
1905	11,87,864	1,88,402	67,600	5·69	367	64·13
1906	11,96,320	2,00,400	68,275	5·71	390	65·93
1907	12,02,068	2,11,113	55,749	4·64	411	73·60

[NOTE.—With effect from the 1st January 1903, the working of the line was transferred to the Madras and Southern Mahratta Railway Company.]

6 (*d*) Madras (North-East line) railway (5′ 6″ gauge)—

Details of construction—

The North-East line, which is the southern portion of the old East Coast (State) railway, is 498·03 miles long. It consists of 486·11 miles of main line (Washermenpet to Waltair) and 11·92 miles of branches.

Its construction was sanctioned in 1890 and it was opened throughout in 1900.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on wooden and pea-pod steel sleepers. The wooden sleepers are gradually being renewed by cast iron pot sleepers.

Ballast.—The line is ballasted with stone and sand, chiefly the former.

Fencing.—The line is fenced only in the vicinity of towns, stations and level crossings.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient between Madras and Kistna canal is 1 in 200, and between Kistna canal and Waltair 1 in 150.

Terms of contract—

The line is worked under the following contract :—

Contract of—31st December 1902 (between the Secretary of State and the Madras Railway Company) for maintenance, management and working.

The general conditions of the contract are as follows :—

Currency of contract.—The contract is to continue in force till the 31st December 1907. If the original contract with the Company, dated the 2nd January 1871, is for any reason terminated under the provisions thereof prior to the expiry of the term of this contract, the latter also will, *ipso facto*, terminate at the same time. The contract may also be terminated after twelve months' notice on the 1st April of any year subsequent to 1904.

If the contract is determined by notice at any time previous to the 1st April 1907, and if the ratio of the working expenses to the gross earnings of the Company shall have been raised, by reason of the Company having worked the State railway under this contract, so that the total working expenses of the Company's system from the 1st January 1901 to the termination of the contract shall exceed 50 per cent. of the total gross earnings of the Company's system during such period, the Company will be entitled to suitable compensation for such increase.

Terms of working.—The working expenses of the State railway are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year; a sum not exceeding Rs. 40 for every mile of line open to traffic for Government supervision and control; and the following :—

the actual expenditure incurred under the account heads of "Maintenance and renewal of permanent-way," "Repairs of bridges, etc., wages and materials," "Conservancy of rivers," and "Repairs of staff quarters";

the share of the general working expenses of the system under the remaining heads of account in proportion to the gross earnings of the State railway;

the allowances and interest payable under the contract for the use by the State railway of the Company's terminal station at Madras;

and the expenditure incurred by the Company in replacing or repairing the State railway locomotive engines and tenders.

The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM—*contd.***

6 (*d*) Madras (North-East line) railway (5′ 6″ gauge)—*concld.*

Terms of Contract—*concld.*

Government have reserved the power to require, at six months' notice, the re-transfer of the Junction station at Waltair and the branch taking off from the Junction to Vizagapatam.

Statistics of working—

	TABLE I.						TABLE II.		
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)	
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
1890 . .	3,79,490	...	...	...	7,590	—7,590	...	...	
1891 . .	1,10,69,894	...	...	...	2,33,786	—2,33,786	...	...	
1892 . .	2,60,11,131	...	...	...	7,41,621	—7,41,621	...	...	
1893 . .	3,58,67,473	4,98,660	1,53,732	0·43	13,48,868	—11,95,136	68	84·69	
1894 . .	4,39,47,727	14,80,678	1,50,921	0·34	15,92,909	—14,41,988	98	89·81	
1895 . .	5,09,41,876	19,04,251	3,29,184	0·65	19,12,886	—15,83,702	90	82·71	
1896 . .	6,39,64,948	24,06,573	5,39,901	0·85	23,72,875	—18,32,974	94	77·98	The figures of tables I and II prior to 1901 relate to the whole of the East Coast (State) railway.
1897 . .	7,22,26,070	29,21,162	8,92,453	1·23	26,96,796	—18,04,343	100	69·59	
1898 . .	8,24,02,269	33,10,742	6,69,831	0·81	30,93,828	—24,23,997	94	75·46	
1899 . .	8,65,96,097	43,92,237	15,37,294	1·78	35,14,602	—19,77,308	104	65·11	
1900 . .	8,80,71,731	64,04,543	26,54,794	3·01	34,46,555	—7,91,761	143	56·10	
1901 . .	6,07,27,375	45,68,155	20,31,210	3·34	24,51,072	—4,19,862	176	65·62	
1902 . .	6,16,89,605	45,46,551	16,19,128	2·62	24,46,187	—8,27,059	177	64·39	
1903 . .	6,33,83,510	45,18,656	15,53,337	2·45	24,82,162	—9,28,825	176	65·62	
1904 . .	6,48,95,839	50,48,367	15,61,875	2·43	25,44,580	—9,82,705	196	69·03	
1905 . .	6,50,33,641	67,36,215	26,65,781	4·10	25,77,504	+88,277	262	60·43	
1906 . .	6,57,16,088	60,68,407	24,19,766	3·68	26,07,349	—1,87,583	236	60·18	
1907 . .	6,64,26,189	59,31,210	18,01,215	2 71	20,02,200	—2,00,985	230	69 63	

[Note.—With effect from the 1st January 1908, the line was merged in the Madras and Southern Mahratta Railway Company's system.]

6 (*e*) Nilgiri railway (3′ 3⅜″ gauge)—

The old Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the old Company and supply the capital required to complete it, and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by Government for £235,000 on the 1st January 1908.

Details of construction—

The open mileage of this railway is 16·99 miles. The line connects Mettupalaiyam with Coonoor. It was sanctioned in 1892 and was opened in 1899.

Besides the above there are under construction 11·75 miles, *viz.*, from Coonoor to Ootacamund.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pyinkado sleepers. Between Kallar and Coonoor there is also a central rack rail.

Ballast.—The line is ballasted with clean broken granite.

Fencing.—The line is unfenced throughout.

Curves.—The sharpest curve is of 318 feet radius.

Gradients.—The ruling gradient is 1 in 12·5.

Terms of contract—

The railway is worked by the Madras Railway Company under the following terms (approved in Government of India letter No. 563 R. T., dated the 27th June 1903)—

Government aid.—The line is the property of the State.

Currency of agreement— } The agreement may be terminated at any time on six months' notice from either
Power to determine agreement— } party.

Terms of working.—The Nilgiri railway to pay actual outlay on engineering maintenance and for fuel, and repairs and renewals of engines and carriage and wagon stock. For all other expenses of working the Madras railway to receive 25 per cent. of gross earnings, *plus* 10 per cent. of the net receipts.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number. $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*contd.*

6 (*e*) Nilgiri railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.									TABLE II.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	
1890	67,850	...	...	...	...	...	...	...	...	...	...
1891	2,69,134	...	...	...	...	...	...	...	...	...	...
1892	8,69,751	...	...	...	...	...	...	...	...	...	...
1893	15,50,000	...	...	...	...	...	...	...	...	...	...
1894	18,50,000	...	...	...	...	...	...	...	...	...	...
1895	22,60,000	...	...	...	...	...	...	...	...	...	...
1896	18,92,610	...	...	...	...	...	...	...	...	...	...
1897	36,84,977	...	...	...	...	...	...	...	...	...	...
1898	44,54,085	...	...	...	...	...	...	...	...	...	...
1899	47,89,944	24,448	20,209	0·42	24,392	44,601	0·93	...	...	175	...
1900	48,96,490	1,76,632	86,642	1·77	23,006	1,09,648	2·24	...	...	200	76·06
											42·88
1901	48,74,254	2,41,336	1,37,883	2·83	...	1,37,883	2·83	...	...	275	42·87
1902	49,08,431	3,09,063	1,12,111	2·28	...	1,12,111	2·28	...	...	352	63·73
1903	35,24,265	2,74,905	73,988	2·10	...	73,988	2·10	1,65,497	—91,509	311	73·09
1904	35,84,423	2,90,129	66,162	1·85	...	66,162	1·85	1,33,334	—67,222	328	77·20
1905	43,86,192	3,15,492	48,972	1·12	...	48,972	1·12	1,35,878	—86,906	357	84·43
1906	50,06,547	3,20,242	37,202	0·74	...	37,202	0·74	1,38,327	—1,01,125	362	68·38
1907	57,98,328	3,84,093	50,044	0·86	...	50,044	0·86	1,19,303	—69,259	378	85·02

[NOTE.—With effect from the 1st January 1908, the line was merged in the South Indian Railway Company's system.]

6 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—

Details of construction—

The railway is 64·75 miles long and connects Shoranur with Ernakulam. It was sanctioned in 1899 and opened in 1902.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand, chiefly the former.

Fencing.—The line is fenced in the vicinity of towns, stations and level crossings.

Curves.—The sharpest curve is of 818·57 feet radius.

Gradients.—The ruling gradient is 1 in 80.

Terms of contract—

The Shoranur-Cochin railway is worked under the following agreement:—

Agreement of—1st January 1901 (between His Highness the Raja of Cochin and the Madras Railway Company) for construction and working.

The general conditions of the agreement are as follows:—

Government aid.—The line is the property of the Cochin State.

Currency of agreement.—This agreement is to remain in force until the termination of the agreement, dated the 2nd January 1871, between the Secretary of State and the Madras Railway Company.

Terms of working.—The Company charges for working the same proportion of the total revenue expenditure as the gross earnings of the Shoranur-Cochin railway bear to the gross earnings of the Madras railway system including the Shoranur-Cochin railway. After providing, from the net earnings, for the second contribution to the Madras Railway Provident Institution and for interest at the rate of 3 per cent. per annum on the booked capital expenditure of the Shoranur-Cochin railway including land, the balance is divisible between the Cochin Durbar and the Madras Railway Company in the proportion of four-fifths to the Durbar and one-fifth to the Company.

Rates and fares.—The same as are generally applicable from time to time to the system of railways worked by the Company.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*contd.*

6 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1898	53,921	...	...	...	...	...
1899	80,927	...	...	...	...	...
1900	28,47,394	...	...	...	...	...
1901	50,82,280	...	...	...	...	...
1902	63,66,301	1,34,845	73,299	1·15	69	45·64
1903	64,41,390	3,52,964	1,98,033	3·07	105	43·90
1904	67,88,610	3,92,782	1,94,244	2·86	117	50·55
1905	68,30,214	3,86,945	1,61,395	2·36	115	58·29
1906	68,59,349	3,91,378	1,55,683	2·27	116	60·23
1907	69,34,602	4,17,179	1,35,752	1·96	124	67·46

[Note.—With effect from the 1st January 1908, the working of the line was transferred to the South Indian Railway Company.]

6 (*g*) Morappur-Dharmapuri railway (2′ 6″ gauge)—

Details of construction—

The railway is 18·53 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1906.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pyinkado.

Ballast.—The line is ballasted with stone in cuttings and in banks with moorum with stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

Terms of contract—

The line is worked under the following contract :—

Contract of—4th October 1904 (between the Secretary of State and the Madras Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—The line is the property of the State.

Currency of contract.—The contract is to continue in force till the 31st December 1907.

Terms of working.—The working expenses are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year; a sum not exceeding Rs. 40 for every mile of open line for Government supervision and control; the Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system including this line bear to the gross earnings of that system, provided that such share shall in no case be less than an average sum of Rs. 35 per mile per week. The balance of the gross earnings to belong to Government.

Rates and fares.—Government exercise full control over rates and fares.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (2).	Table I. Interest.	Table I. Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1906	8,76,836	32,702	—431	...	30,230	—30,711	37	101·32
1907	8,42,351	37,622	2,318	0·28	26,972	—24,654	39	93·84

[Note.—With effect from the 1st January 1908, the line was merged in the South Indian Railway Company's system.]

6 (*h*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—

Details of construction—

The railway is 25·38 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1905.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

Ballast.—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 67.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (i)}}$. **MADRAS RAILWAY SYSTEM**—*concld.*

6 (*h*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—*concld.*

Terms of contract—

The line is the property of the State and is worked under the same contract and on the same terms and conditions as apply to the Morappur-Dharmapuri railway [6 (*g*)].

Statistics of working—

Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905	10,63,690	12,840	—1,067	...	18,802	—19,869	34	103·31
1906	10,78,762	46,276	—1,825	...	39,194	—41,019	35	103·94
1907	10,96,531	55,119	6,764	0·62	34,654	—27,890	42	83·73

[Note.—With effect from the 1st January 1908, the line was merged in the South Indian Railway Company's system.]

6 (*i*) Salem-Attur railway (5′ 6″ gauge)—

Details of construction—

The railway will be 36·06 miles long. It was sanctioned in 1903 as a famine feeder line; but the commencement of work has not yet been authorised.

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (c)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

Chairman—Charles Albert Winter, Esq.

Secretary—H. Rendel, Esq.

Offices—Winchester House, 50, Old Broad Street, London, E. C.

Lines comprising the system.—The Nizam's Guaranteed State railway system is made up of—

	Open line. Miles.
(*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)	330·13
(*b*) Bezwada Extension railway (5′ 6″ gauge)	20·58
(*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)	391·13
Total .	741·84

Running powers—

Home line over foreign line :—

Distant signal at Bezwada to Bezwada station, Madras (North-East line), for passenger and goods trains . .	1·01

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company. The section of the East Coast (State) railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when it was transferred to the East Coast (State) railway. It was transferred back to the Company for working from the 1st January 1901.

7 (*a*) Nizam's Guaranteed State railway proper (5′ 6″ gauge)—

Details of construction—

The open mileage of the Nizam's Guaranteed State railway proper is 330·13 miles, which may be divided into main line (Wadi junction to the British frontier), 310·10 miles, and branches, 20·03 miles. Its construction was first sanctioned in 1871 and it was opened through in 1889.

Permanent-way.—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails on cast iron pot sleepers and the following 9 miles with 68-lb. double-headed steel rails on cast iron pot sleepers. The remainder of the line is laid with 66½-lb. flat-footed steel rails on steel pea-pod sleepers, with the exception of the mixed (5′ 6″ and 3′ 3⅜″) gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station-yards are fenced.

Curves.—The sharpest curve is of 1,300 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following :—

Contract of—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

Letter No. 257 of—7th March 1903 from the Nizam's Government to the Railway Company as to rates and fares.

The general conditions are as follows :—

Terms of contract.—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing on the same gauge and working certain new lines, with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon), His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land was provided free of charge.

Note.—The guarantee of His Highness the Nizam's Government on the share capital of £2,000,000 and £984,640 four per cent. debentures expired.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 7.}}{\text{Sub-heads (a) to (c).}}$ **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

7 (*a*) **Nizam's Guaranteed State railway proper** (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Currency of contract.—The contract is current for a period of 99 years. On expiry by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Terms of working.—From gross earnings are deducted working expenses, and during the guaranteed period the net earnings are applied in the first instance to repayment of the annuity paid in the same half-year. Of the residue one moiety is utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance is paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance one-half will be paid to the Nizam's Government, the remaining half being made over to the Company.

Rates and fares.—The rates and fares not to be higher than those adopted in 1883, except with the previous assent of the Nizam's Government.

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. (Includes Bezwada Extension.) Earnings per mile per week. (1)	Table II. (Includes Bezwada Extension.) Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1879	1,16,46,997	6,94,401	89,925	0·77	110	87·01
1880	1,21,90,870	7,02,716	2,24,310	1·84	112	68·08
1881	1,22,85,291	7,56,834	2,92,776	2·38	120	61·32
1882	1,23,27,794	8,59,418	3,75,099	3·07	141	56·35
1883	1,22,83,560	8,53,521	2,37,932	1·94	137	72·12
1884	1,23,08,720	9,72,917	3,59,774	2·92	155	63·02
1885	2,47,70,823	11,13,950	4,27,024	1·97	178	56·26
1886	2,89,19,499	13,81,077	6,94,524	2·40	143	49·71
1887	3,27,45,397	15,48,291	5,52,905	1·69	143	64·31
1888	3,54,99,073	17,76,075	7,57,467	2·13	118	57·35
1889	3,59,09,620	22,57,462	7,72,513	2·15	129	66·90
1890	3,76,96,721	25,07,268	10,39,590	2·76	140	59·74
1891	3,94,81,752	27,76,437	12,57,860	3·19	151	54·70
1892	3,95,48,395	27,80,642	13,24,959	3·35	151	52·35
1893	4,01,96,909	30,61,605	14,36,451	3·57	136	53·08
1894	4,02,33,826	32,56,885	16,22,028	4·03	177	50·20
1895	4,06,43,818	32,15,541	15,77,149	3·88	185	53·77
1896	4,08,24,737	33,03,522	17,23,196	4·23	187	50·02
1897	4,09,60,944	36,10,354	19,38,769	4·73	205	48·67
1898	4,10,54,449	39,07,612	22,74,550	5·54	221	44·29
1899	4,15,68,731	41,10,201	25,01,046	6·02	240	43·45
1900	4,17,49,124	42,12,056	28,41,935	6·81	236	41·52
1901	4,24,30,543	40,77,927	26,48,120	6·24	236	35·59
1902	4,02,89,527	44,06,494	26,82,533	6·25	254	39·99
1903	4,23,13,663	43,18,630	25,33,386	5·90	251	41·79
1904	4,32,66,412	43,32,440	27,90,690	6·45	252	36·18
1905	4,35,36,043	42,78,161	28,49,703	6·54	251	33·98
1906	4,36,45,097	44,34,105	27,98,897	6·41	262	38·12
1907	4,49,34,824	49,85,081	33,02,905	7·35	287	34·22

7 (*b*) **Bezwada Extension railway** (5′ 6″ gauge)—

Details of construction—

This railway is 20·58 miles long and extends from the Hyderabad frontier to Bezwada. Its construction was sanctioned in 1886 and it was opened in 1889.

Permanent-way.—The line is laid with 66¼-lb. flat-footed steel rails on steel pea-pod sleepers, except at miles 317 and 318 which are laid on wooden sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is fenced at stations only.

Curves.—There are no curves with a radius of less than 1,900 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The line is maintained and worked for the same percentage of its gross earnings as the aggregate working expenses of the amalgamated undertaking of the 5′ 6″ gauge system bear to the aggregate gross earnings for the same half-year *plus* 5 per cent. of the gross earnings of the Bezwada extension railway for the use of rolling-stock, and the cost of Government Audit establishment and interest on joint works at Bezwada.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (c)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.						TABLE II.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs	Rs.		Rs.	Rs.	Rs.	
1887	8,11,654	...	...	...	16,363	—16,363		
1888	11,56,237	...	...	...	39,357	—39,357		
1889	13,47,666	76,671	16,326	1·21	53,530	—37,204		
1890	13,90,330	74,731	16,318	1·17	54,530	—38,212		
1891	14,11,077	87,367	28,699	2·03	56,266	—27,567	Included with the Nizam's Guaranteed State railway proper.	
1892	14,17,674	98,779	28,347	2·00	56,594	—28,237		
1893	14,21,456	1,08,386	33,972	2·39	56,888	—22,916		
1894	14,26,901	1,71,016	71,270	5·00	57,122	+14,148		
1895	14,31,642	1,95,787	95,119	6·64	57,239	+37,880		
1896	14,35,588	1,54,322	73,056	5·09	57,406	+15,650		
1897	14,95,418	1,66,800	80,808	5·40	58,383	+22,425		
1898	15,01,343	1,69,061	95,390	6·35	59,569	+35,821		
1899	15,02,651	3,12,172	1,84,365	12·27	60,101	+1,24,264		
1900	15,02,618	3,56,146	2,38,989	15·90	60,106	+1,78,883		
1901	11,31,678	2,77,177	1,56,929	13·63	35,509	+1,21,420		
1902	11,60,425	2,89,683	1,40,329	12·09	46,375	+93,954		
1903	11,77,047	3,07,113	1,54,222	13·10	46,617	+1,07,605		
1904	11,75,731	3,20,656	1,78,955	15·23	46,898	+1,32,057		
1905	11,78,645	3,47,490	2,04,239	17·33	47,046	+1,57,193		
1906	11,81,020	3,49,206	1,91,737	16·23	47,182	+1,44,555		
1907	11,81,952	3,15,376	1,33,883	15·56	35,691	+1,48,192		

7 (*c*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—

Details of construction—

This railway connects Manmad with Hyderabad and is 391·13 miles long. Its construction was sanctioned in 1897 and it was opened through in 1901.

Permanent-way.—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers from mile 0 to $\frac{91}{5}$, except within station limits, on steel and wooden sleepers from mile 300 to 384 and on wooden sleepers for the remainder.

Ballast.—The line is ballasted throughout with stone, sand and moorum.

Fencing.—The line is fenced from mile 377¼ to 381 and at all stations.

Curves.—The sharpest curve is of 1,433 feet radius.

Gradients.—The ruling gradient is 1 in 133·3.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—16th March 1897 (between His Highness the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction and working.

The general conditions of the agreement are as follows :—

Terms of contract.—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, the Nizam's Government paying thereon an annuity, and, in addition, a sum of one per cent. per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway; after the expiration of the guaranteed period the interest payable thereon to be a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is provided for.

Currency of contract.—On expiry of the contract by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

Power of Company to surrender contract.—Nil.

Terms of working.—From the gross earnings are deducted working expenses, and the net earnings are applied in the first instance towards replacing the amount paid as interest on capital during construction, and during the guaranteed period to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government the remaining moiety being dealt with as above.

Rates and fares.—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (c)}}$ **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*concld.*

7 (*c*) **Hyderabad-Godavari Valley railway** (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1896	3,74,350	...	...	...	...	...
1897	17,64,352	...	...	...	...	...
1898	93,45,434	...	...	...	...	...
1899	2,00,21,971	63,381	36,977	0·18	48	41·62
1900	2,31,94,817	10,63,023	4,20,826	1·81	70	60·41
1901	2,44,58,951	20,10,033	9,23,300	3·77	99	54·07
1902	2,57,75,220	22,85,043	9,67,892	3·76	112	57·70
1903	2,62,07,241	23,14,752	8,86,291	3·38	109	59·99
1904	2,64,85,096	22,11,781	7,74,804	2·93	109	64·97
1905	2,68,15,349	29,64,122	13,29,009	4·96	146	55·16
1906	2,69,36,746	30,32,503	14,21,747	5·28	149	53·12
1907	2,71,85,309	32,55,067	17,74,126	6·53	160	45·50

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (m)}}$ **NORTH WESTERN STATE RAILWAY SYSTEM—**

Lines comprising the system.—The North Western State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) North Western State railway (5′ 6″ gauge)	3,423·47	213·30	3,636·77
(*b*) Amritsar-Patti railway (5′ 6″ gauge)	27·49	...	27·49
(*c*) Jammu and Kashmir (Native state section) (5′ 6″ gauge)	15·98	...	15·98
(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)	78·65	...	78·65
(*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)	107·05	...	107·05
(*f*) Southern Punjab railway (5′ 6″ gauge)	423·75	...	423·75
(*g*) Southern Punjab "Ludhiana" Extension railway (5′ 6″ gauge)	152·04	...	152·04
(*h*) Kalka-Simla railway (2′ 6″ gauge)	59·44	...	59·44
(*i*) Khushalgarh-Kohat-Thal railway (2′ 6″ gauge)	91·73	...	91·73
(*j*) Nowshera-Durgai railway (2′ 6″ gauge)	40·25	...	40·25
(*k*) Dandot Light railway (2′ 0″ gauge)	6·18	...	6·18
(*l*) *Jullundur-Kapurthalla-Sultanpur (British section)* } Gauge not yet finally settled.	...	6·30	6·30
(*m*) *Jullundur-Kapurthalla-Sultanpur (Native State section).* } Gauge not yet finally settled.	...	22·02	22·02
Total	4,426·03	242·12	4,668·15

Running powers—

	Miles.
Home line over foreign line:—	
East Indian railway, Ghaziabad to Delhi, for passenger and goods trains	13·00

8 (*a*) **North Western State railway proper** (5′ 6″ gauge)—

Details of construction—

The open mileage of the North Western State railway proper is 3,423·47 miles, of which 408·19 miles are double line. This may be divided into (*1*) *the Commercial section*, main line (Ghaziabad to Peshawar and Lahore to Karachi), 1,443·52 miles, and branches, 858·33 miles; (*2*) *Military section, Sind Sagar*, main line (Lala Musa to Sher-Shah), 344·59 miles, and branches, 227·14 miles; (*3*) *Military section, Sind Pishin* (Ruk to Chaman), 336·03 miles; (*4*) *Military section, Mushkaf-Bolan*, main line (Sibi to Quetta), 84·42 miles, and branches, 35·74 miles; (*5*) *Military section, Quetta-Nushki* (Spezand Junction to Nushki), 82·66 miles; and (*6*) *Peshawar-Jamrood branch*, 11·04 miles. The first sanction to the main line of this railway was given in 1859. It was opened through to Peshawar in 1883 and from Lahore to Karachi in 1889.

There were 213·30 miles, single line, under construction.

Permanent-way.—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed, 68-lb. double-headed, 60-lb. bull-headed, 82-lb. double-headed and 68-lb. bull-headed; of steel rails there are 70-lb. flat-footed, 62-lb. flat-footed, 75-lb. flat-footed, 64-lb. double-headed, 68-lb. double-headed, 75-lb. double-headed, 68-lb. bull-headed, 84-lb. bull-headed, 100-lb. flat-footed, 77½-lb. bull-headed, 73-lb. bull-headed and 85-lb. bull-headed. On the double line, of iron rails there are 68-lb. double-headed; of steel rails there are 68-lb. double-headed, 75-lb. flat-footed, 77½-lb. bull-headed and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

Ballast.—The line is ballasted throughout with sand, bricks, and broken stone.

Fencing.—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

Curves.—The sharpest curve is of 408 feet radius.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (m)}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*a*) North Western State railway proper (5′ 6″ gauge)—*concld.*

Details of construction—*concld.*

Gradients.—The ruling gradient between Kotri and Rohri, and Sibi and Ruk, is 1 in 500; between Ghaziabad and Lala Musa, and Kotri and Lahore, 1 in 400; between Karachi and Kotri, 1 in 189; and between Lala Musa and Peshawar, 1 in 100. The ruling gradients on the Sind-Sagar, Mari-Attock, Sind-Pishin and Mushkaf-Bolan lines are 1 in 400, 1 in 80, 1 in 40 and 1 in 25, respectively.

Terms of contracts—

Nil. The line is owned and worked by the State.

Statistics of working—

TABLE I.

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (3).	Government share of surplus profits recoverable in England by the Secretary of State from the Southern Punjab Railway Company.	Total income (column 4+column 6).	Percentage of total income on total capital outlay given in column (2).	Interest.	Annuity.	Old Guaranteed Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
1879	21,67,64,247	1,51,27,621	55,36,870	2·55	.....	55,36,870	2·55	1,00,26,015	...	...	—44,93,145
1880	25,05,35,401	1,00,30,666	76,55,661	3·02	.....	76,55,661	3·02	1,11,36,919	...	21,122	—36,02,480
1881	26,38,39,396	90,04,725	46,13,547	1·75	.....	46,13,547	1·75	1,17,64,868	...	...	—71,51,321
1882	27,49,44,870	82,43,072	57,96,011	2·11	.....	57,96,011	2·11	1,05,83,712	...	...	—47,87,701
1883	28,18,15,806	1,03,81,148	87,19,243	3·09	.....	87,19,243	3·09	1,07,43,931	...	...	—20,24,688
1884	29,20,27,775	1,07,68,748	88,21,631	3·02	.....	88,21,631	3·02	1,18,26,701	...	...	—30,05,070
1885	31,69,43,458	1,49,78,983	1,37,44,127	4·34	.....	1,37,44,127	4·34	1,64,98,097	...	1,25,963	—28,80,533
1886	33,88,68,533	2,53,60,901	1,19,92,839	3·54	.....	1,19,92,839	3·54	1,14,07,148	53,00,733	...	—47,15,042
1887	36,16,45,700	2,10,03,388	57,77,585	1·60	.....	57,77,585	1·60	1,01,56,279	88,30,322	...	—1,32,09,516
1888	37,50,68,628	2,57,79,305	83,66,598	2·23	.....	83,66,598	2·23	1,09,18,938	83,45,756	...	—1,08,98,096
1889	39,33,26,128	2,82,06,320	1,02,84,741	2·61	.....	1,02,84,741	2·61	1,13,76,516	83,06,768	...	—93,98,543
1890	41,64,67,160	2,73,99,035	1,02,57,601	2·47	.....	1,02,57,601	2·47	1,16,65,695	74,54,323	...	—88,63,307
1891	41,87,30,971	3,25,78,355	1,21,32,521	2·90	.....	1,21,32,521	2·90	1,20,67,543	80,05,299	...	—79,40,320
1892	42,71,30,370	2,64,35,665	94,50,960	2·21	.....	94,50,960	2·21	1,24,28,030	69,84,076	...	—1,19,59,146
1893	43,71,03,681	2,92,68,732	97,97,643	2·24	.....	97,97,643	2·24	1,27,61,682	90,98,545	...	—1,20,62,584
1894	44,78,05,925	3,23,14,097	1,28,25,181	2·86	.....	1,28,25,181	2·86	1,24,63,279	1,05,69,245	...	—99,97,343
1895	46,29,14,882	3,52,15,382	1,54,46,998	3·55	.....	1,54,46,998	3·55	1,35,01,193	1,03,17,385	...	—73,71,580
1896	47,81,90,692	3,94,41,749	1,78,86,409	3·49	.....	1,78,86,409	3·49	1,42,35,427	96,43,588	...	—1,19,93,606
1897	49,79,25,288	3,29,03,446	1,49,78,897	3·07	.....	1,49,78,897	3·07	1,45,40,298	90,95,191	...	—86,56,592
1898	49,37,11,919	3,76,01,912	1,85,74,360	3·76	.....	1,85,74,360	3·76	1,50,41,450	86,35,849	...	—51,02,948
1899	50,10,64,031	3,32,21,759	1,60,89,223	3·22	.....	1,60,89,223	3·22	1,50,40,208	85,61,406	...	—75,12,391
1900	50,70,21,010	3,15,22,237	1,32,19,151	2·61	.....	1,32,19,151	2·61	1,54,25,164	85,76,632	...	—1,07,82,695
1901	51,32,27,918	4,11,89,277	2,03,55,471	3·96	1,73,653	2,05,30,124	3·99	1,55,50,694	86,03,322	...	—36,23,792
1902	52,81,36,454	4,22,19,927	1,73,70,094	3·28	41,522	1,74,11,616	3·29	1,59,99,566	86,81,455	...	—71,39,399
1903	53,53,79,497	4,93,93,876	2,50,93,525	4·67	90,308	2,51,83,833	4·68	1,62,88,103	86,77,430	...	+2,33,303
1904	55,14,60,717	6,16,66,310	3,23,92,909	5·86	2,30,678	3,25,23,587	6·00	2,67,84,700	86,77,430	...	+72,11,457
1905	57,66,67,195	5,68,74,913	2,90,52,383	5·03	4,43,110	2,94,95,493	5·11	1,72,13,261	86,77,430	...	+37,04,802
1906	60,67,74,836	6,18,66,041	2,93,40,919	4·84	5,67,842	2,99,08,761	4·93	1,80,71,178	86,77,430	...	+32,60,153
1907	62,00,60,479	6,95,60,262	3,34,45,961	5·39	7,76,023	3,42,20,984	5·44	1,48,21,954	86,77,430	...	+1,08,21,600

TABLE II.

Calendar year.	Sind-Punjab and Delhi, 5′ 6″.		Punjab-Northern, 5′ 6″.		Indus Valley and Kandahar, 5′ 6″.		Amritsar-Pathankot, 5′ 6″.		*North Western State.* Commercial section.		Military section.		Entire line.		Calendar year.	Sind-Punjab and Delhi, 5′ 6″		Punjab Northern, 5′ 6″		Indus Valley and Kandahar, 5′ 6″		Amritsar-Pathankot, 5′ 6″		*North-Western State.* Commercial section.		Military section.		Entire line.	
	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.		Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.	Earnings per mile per week.	Pro: of exp: to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)
	Rs.		Rs.		Rs.		Rs.		Rs.		Rs.		Rs.																
1861	58	97·28	...	...	...	...	...	...	...	...	...	...	...	...	1886	...	...	...	...	...	...	...	...	...	...	...	...	261	63·49
1862	112	78·59	...	...	...	...	...	...	...	...	...	...	...	...	1887	...	...	...	...	...	...	...	...	...	...	...	...	182	72·33
1863	171	83·04	...	...	...	...	...	...	...	...	...	...	...	...	1888	...	...	...	...	...	...	...	...	...	...	...	...	203	67·37
1864	170	87·26	...	...	...	...	...	...	...	...	...	...	...	...	1889	...	...	...	...	...	...	...	...	290	56·53	90	107·75	234	63·35
1865	101	82·18	...	...	...	...	...	...	...	...	...	...	...	...	1890	...	...	...	...	...	...	...	...	283	54·95	88	110·72	219	62·26
1866	116	76·15	...	...	...	...	...	...	...	...	...	...	...	...	1891	...	...	...	...	...	...	...	...	344	55·60	88	122·41	261	62·98
1867	121	89·93	...	...	...	...	...	...	...	...	...	...	...	...	1892	...	...	...	...	...	...	...	...	280	55·58	79	131·08	208	64·25
1868	112	95·69	...	...	...	...	...	...	...	...	...	...	...	...	1893	...	...	...	...	...	...	...	...	313	60·20	89	132·71	230	66·53
1869	117	80·70	...	...	...	...	...	...	...	...	...	...	...	...	1894	...	...	...	...	...	...	...	...	347	53·11	76	122·95	253	60·31
1870	140	76·16	...	...	...	...	...	...	...	...	...	...	...	...	1895	...	...	...	...	...	...	...	...	370	46·79	75	119·14	275	53·30
1871	122	99·08	...	...	...	...	...	...	...	...	...	...	...	...	1896	...	...	...	...	...	...	...	...	202	54·68	75	97·77	220	59·65
1872	134	68·77	...	...	...	...	...	...	...	...	...	...	...	...	1897	...	...	...	...	...	...	...	...	302	49·70	73	93·76	226	54·33
1873	154	68·67	...	...	...	...	...	...	...	...	...	...	...	...	1898	...	...	...	...	...	...	...	...	354	45·26	63	101·26	256	50·60
1874	191	55·35	...	...	...	...	...	...	...	...	...	...	...	...	1899	...	...	...	...	...	...	...	...	326	47·73	58	123·43	233	54·32
1875	161	64·09	61	63·41	...	...	...	...	...	...	...	...	...	...	1900	...	...	...	...	...	...	...	...	275	52·34	60	107·61	202	58·02
1876	186	67·03	101	77·27	...	...	...	...	...	...	...	...	...	...	1901	...	...	...	...	...	...	...	...	350	45·41	69	99·55	255	50·33
1877	241	57·46	130	86·61	...	...	...	...	...	...	...	...	...	...	1902	...	...	...	...	...	...	...	...	360	53·63	67	112·42	263	58·62
1878	234	64·50	169	99·36	50	122·97	...	...	...	...	...	...	...	...	1903	...	...	...	...	...	...	...	...	421	44·2.	66	106·94	294	49·36
1879	317	60·22	345	79·53	121	81·16	...	...	...	...	...	...	...	...	1904	...	...	...	...	...	...	...	...	519	42·29	75	113·47	361	47·60
1880	362	55·92	360	83·25	209	71·15	...	...	...	...	...	...	...	...	1905	...	...	...	...	...	...	...	...	483	46·65	75	94·82	338	50·46
1881	285	69·76	198	89·64	155	78·73	...	...	...	...	...	...	...	...	1906	...	...	...	...	...	...	...	...	495	43·22	77	101·07	345	53·57
1882	285	66·00	151	83·74	141	69·17	...	...	...	...	...	...	...	...															
1883	298	57·13	144	81·11	203	55·55	...	...	...	...	...	...	...	...															
1884	290	61·26	139	72·34	210	69·49	67	95·78	...	...	...	...	...	...															
1885	373	57·35	165	62·69	309	40·85	84	60·28	...	...	...	...	...	...	1907	...	...	...	...	...	...	...	...	540	47·03	78	113·58	377	51·37

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads } (a) \text{ to } (m)}$. NORTH WESTERN STATE RAILWAY SYSTEM—*contd.*

8(*b*) Amritsar-Patti railway (5′ 6″ gauge)—

Details of construction—

This line, from Amritsar *viâ* Tarn Taran to Patti, is 27·49 miles long. It was sanctioned in 1905 and opened in 1906.

Permanent-way.—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The line has not yet been ballasted.

Fencing.—Station yards only are fenced.

Curves.—The sharpest curve is of 2,292 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

The railway is worked under the following contract:—

Contract of—22nd March 1905 (between the Secretary of State and the Amritsar-Patti Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—A rebate is allowed up to 45 per cent. of the gross earnings from traffic (except the earnings derived from the carriage of stores) interchanged between the North Western State railway and the Amritsar-Patti railway so as to make up an amount equal to interest for the year at a rate of 5 per cent. per annum on the actual capital expenditure *plus* Rs. 6,000 for each year for or towards the office expenses and the expenses of management and direction. Land provided free.

Currency of contract.—Government may, by giving 12 months' notice, determine the contract on 31st December 1935 or at the end of any subsequent period of 10 years paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company nor be less than such capital expenditure.

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 45 per cent. of the gross earnings. When the net earnings of the Company in any year shall exceed the minimum amount sufficient to pay a dividend of 5 per cent. per annum such excess shall be applied towards the payment of office expenses and the expenses of management and direction up to a limit of Rs. 9,000 for such year and the balance, if any, shall be divided equally between Government and the Company.

Rates and fares.—Rates and fares to be fixed by Government within the maxima and minima rates and fares in force on the North Western State railway.

Statistics of working.—

	Table I.				Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1906 . .	11,90,964	15,368	8,452	0·71	69	45·00
1907 . .	14,19,465	1,61,280	88,704	6·02	113	45·00

8(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—

Details of construction—

This line, which extends from the Kashmir frontier to the left bank of the Tawi river near Jammu, is 15·98 miles long. Its construction was sanctioned in 1888 and it was opened in 1890.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced except at Sialkot station.

Curves.—The sharpest curve is of 2,865 feet radius.

Gradients.—The ruling gradient is 1 in 500.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (m)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8(*c*) Jammu and Kashmir (Native State section) (5′ 6″ gauge)—*concld.*

Terms of contract—

The railway is worked by the State under the following agreement :—

Agreement of—2nd February 1906, having effect from 1st January 1903, (between the Government of India and the Kashmir Durbar) for working.

The general conditions of the agreement are as follows :—

Government aid.—Government allow this railway, in addition to 44·5 per cent. of the gross earnings of the Tawi-Suchetgarh section, a rebate payment on interchanged traffic to the extent necessary to give the Durbar a total dividend of 3½ per cent. per annum on the actual expenditure to the end of the half-year concerned as entered in rupees in the capital account of the said railway—subject to a maximum limit equal to the net earnings of the North Western State railway from traffic interchanged with this section.

Currency of agreement.—The agreement is current for a period of five years from 1st January 1903 and is terminable thereafter on six months' notice by either side.

Terms of working.—The North Western State railway works and maintains the line for 55·5 per cent. of its gross earnings, which includes both hire of necessary locomotives and rolling-stock and the cost, subject to a limit of Rs. 30 per mile per annum, of such new minor works as are usually charged to revenue on the North Western State railway. The cost of additional works usually charged to capital is to be found by the Durbar, no charge being made by the North Western State railway for supervision of the construction of such capital works except where special establishment is required.

Rates and fares.—Rates and fares are those which are from time to time in force on the main line of the North Western State railway.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i. e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from North Western State railway.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1888 .	29,545	...	...	...	...	...	...	...	...
1889 .	7,51,458	...	...	...	...	...	...	...	...
1890 .	12,37,071	45,667	13,770	1·11	...	...	...		
1891 .	13,80,083	57,312	15,904	1·15	...	...	...		
1892 .	9,45,302	41,718	15,444	1·63	...	...	...		
1893 .	9,56,327	54,637	14,332	1·50	...	...	...		
1894 .	9,59,773	60,463	17,555	1·83	...	...	...	Included with the North Western (State) railway.	
1895 .	9,60,010	56,239	25,026	2·60	...	...	...		
1896 .	9,60,011	55,185	24,558	2·55	...	...	...		
1897 .	9,65,151	48,509	21,587	2·24	...	...	...		
1898 .	9,62,846	48,164	21,483	2·23	...	...	...	58	55·50
1899 .	9,60,820	51,532	22,932	2·39	...	...	...	62	55·50
1900 .	9,60,492	55,215	24,571	2·56	...	...	...	67	55·50
1901 .	9,60,636	52,184	23,355	2·43	...	...	...	63	55·50
1902 .	9,62,471	51,865	23,080	2·40	...	...	...	63	55·50
1903 .	9,62,284	54,681	24,422	2·54	9,258	33,680	3·50	66	55·50
1904 .	9,62,208	56,231	25,023	2·60	8,635	32,678	3·50	68	55·50
1905 .	9,62,208	66,842	29,745	3·09	4,540	34,285	3·57	80	55·50
1906 .	9,78,566	77,688	34,571	3·53	684	35,255	3·60	93	55·50
1907 .	9,79,109	80,172	35,677	3·64	−684	34,993	3·57	96	55·50

8(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—

Details of construction—

This railway is 78·65 miles long. Its construction was sanctioned in 1899 and it was opened in 1901.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—Only station yards and about 100 feet on each side of level crossings are fenced.

Curves.—The sharpest curve is of 1,364 feet radius.

Gradients.—The ruling gradient is 1 in 400.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (m)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM**—*contd.*

8(*d*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—*concld.*

Terms of contract—

The railway is worked under the contract of 6th September 1899 (between the Secretary of State and the Malerkotla and Jind Durbars) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Nil. The line was constructed at the cost of the Malerkotla and Jind Durbars.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year on six months' notice by either party. The contract may also be determined by the Secretary of State for breach of any of its provisions if they are not remedied within six months of being notified. Upon the determination of the contract the North Western State railway will give to the Malerkotla and Jind Durbars possession of the railway, works, surveys and stores, and, on this being done, the Malerkotla and Jind Durbars will indemnify the North Western State railway from all debts and liabilities incurred for the Ludhiana-Dhuri-Jakhal railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—After deduction of 55 per cent. of the gross receipts for working expenses the balance is paid to the Malerkotla and Jind Durbars to be divided between them in the proportion of $\frac{1}{4}$th and $\frac{3}{4}$ths, respectively.

Rates and fares.—Rates and fares as in force on the North Western State railway.

Statistics of working—

	Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Rs	Rs.	Rs.			Rs.	
1901 . .	43,10,407	2,02,297	91,034	2·11	The decrease in capital outlay in 1903 was due to credits.	68	55·00
1902 . .	43,21,799	4,05,905	1,82,282	4·21		99	55·00
1903 . .	41,19,984	3,15,026	1,41,762	3·44		77	55·00
1904 . .	41,19,334	3,46,050	1,55,727	3·78		85	55·00
1905 . .	41,22,517	5,15,007	2,31,753	5·62		126	55·00
1906 . .	41,70,608	6,44,063	2,89,829	6·95		157	55·03
1907 . .	41,81,653	6,45,856	2,90,410	6 94		158	55 00

8(*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)—

Details of construction—

This railway is 107·05 miles long. Its construction was first sanctioned in 1883 and it was opened through in 1889.

Permanent-way.—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 500.

Terms of contract—

The railway is owned by the Patiala State and is worked by the North Western State railway under the following :—

Contract of—30th January 1893 (between the Secretary of State and the Patiala Durbar) for maintenance and working.

Government of India letter No. 817 R. T. of 5th October 1903, sanctioning the reduction in the percentage of gross earnings to be retained by the North Western State railway for working, from 55 to 52, with effect from 1st January 1904.

The general conditions of the contract are as follows :—

Government aid.—Nil. The line was constructed at the cost of the Patiala Durbar.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western State railway will give to the Patiala Durbar possession of the railway, works, surveys and stores, and, on this being done, the Patiala Durbar will indemnify the North Western State railway from all debts and liabilities incurred for the Rajpura-Bhatinda railway then subsisting. The working stores provided by the North Western State railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

Terms of working.—55 per cent. of the gross earnings to end of 1903 and 52 per cent. thereafter.

Rates and fares.—Rates and fares as in force on the North Western State railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (m)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8(*e*) Rajpura-Bhatinda railway (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, i.e., outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1884	11,12,259	5,111	—496	...	17	109·72
1885	12,29,141	48,769	—4,255	...	59	106·09
1886	12,29,141	64,623	13,816	1·12	78	78·62
1887	12,43,250	Not available	15,425	1·24	Included with North Western State railway.	
1888	22,61,990		18,640	0·82		
1889	62,83,918	1,08,480	58,103	0·93	74	55·00
1890	65,00,534	5,66,946	2,55,126	3·99	101	55·00
1891	65,81,553	7,19,859	3,23,937	4·92	128	55·00
1892	66,41,382	5,64,053	2,53,824	3·82	100	55·00
1893	67,26,941	6,84,347	3,07,056	4·58	122	55·00
1894	67,01,669	12,59,032	5,66,565	8·45	224	55·00
1895	67,02,457	13,18,902	5,93,506	8·86	235	55·00
1896	66,95,813	9,97,826	4,49,022	6·71	178	55·00
1897	66,96,451	6,96,927	3,13,617	4·69	124	55·00
1898	67,04,520	7,02,637	3,16,187	4·72	125	55·00
1899	67,05,735	6,79,520	3,05,784	4·56	122	55·00
1900	67,05,735	6,93,804	3,12,211	4·66	125	55·00
1901	67,10,823	8,60,642	3,87,289	5·77	155	55·00
1902	67,12,977	8,40,947	3,78,426	5·64	151	55·00
1903	67,18,230	9,64,002	4,33,801	6·46	173	55·00
1904	67,23,431	10,67,925	5,12,604	7·62	192	52·00
1905	67,18,831	12,53,390	6,01,628	8·95	225	52·00
1906	68,02,880	11,87,134	5,69,825	8·37	213	52 00
1907	68,14,790	14,80,997	7,10,878	10·43	266	52 00

8(*f*) Southern Punjab railway (5′ 6″ gauge)—

Chairman.—Sir Bradford Leslie, M.I.C.E., K.C.I.E.
Secretary.—Urban Broughton, Esq.
Offices.—70, Cornhill, London, E. C.

The railway runs from Delhi, *viâ* Bhatinda, to Samasata on the North Western State railway, shortening the distance by railway between Delhi and Karachi by 187 miles as compared with the route *viâ* Umballa and Lahore.

Details of construction—

The mileage amounts to 423·75 miles, which may be divided into main line (Delhi to Samasata), 400·37 miles, and branch, 23·38 miles. The main line was opened through in 1897.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

Ballast.—The line is ballasted throughout with broken brick.

Fencing.—Only the station yards are fenced.

Curves.—The sharpest curve is of 2,100 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contracts—

The railway is worked under the following contracts :—

Contract of—13th August 1895 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working.

4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kaithal branch.

4th October 1905 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Southern Punjab "Ludhiana" Extension, 8 (*g*).

The general conditions of the contracts are as follows :—

Government aid.—Government allow the Company in respect of each half-year, by way of rebate on the net earnings of the North Western State railway from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western State railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western State railway) as together with the Company's net earnings make up an amount equal to interest for the year at the rate of 3½ per cent. on the actual rupee expenditure charged in the capital account. Land was provided free of cost to the Company.

Currency of contract.—Government may, by giving twelve months' notice, determine the contract on the 31st December 1923, or at the expiration of any subsequent period of ten years, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent. the total capital expenditure of the Company in sterling nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1948, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

Power of Company to surrender contract.—Nil.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (m)}$. **NORTH WESTERN STATE RAILWAY SYSTEM**—*contd.*

8(*f*) Southern Punjab railway (5′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working.—Government undertake to work and maintain the line and provide rolling-stock at 5½ per cent. of the gross earnings. Surplus profits in excess of 3½ per cent. per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company. The North Western State railway take all receipts from traffic between its own stations including Delhi and Samasata, but excluding the Patiala State railway, which passes over the Southern Punjab railway. The Company, in addition to its earnings from local and interchanged traffic, receives, where it forms part of the shortest route, its mileage proportion of traffic between the North Western State railway and foreign lines.

Rates and fares.—Rates and fares are fixed by Government within the maxima and minima rates and fares in force on the North Western State railway.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year. (1)	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Rebate from N. W. S. Ry., (+), or share of surplus profits payable to the Secretary of State in England, (—). (6)	Total income. (7)	Percentage of total income on total capital outlay given in column (2). (8)	Remarks. (9)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1895 .	21,49,441	...	...	...	...	...	...	Adjustments under the Cripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years.	...	...
1896 .	1,30,67,048	...	...	...	...	...	...		...	...
1897 .	1,99,08,812	1,61,038	77,298	0·39	+19,942	97,240	0·54		52	52·00
1898 .	2,23,62,921	16,29,122	7,81,978	3·49	...	7,81,978	3·49		74	52·00
1899 .	2,26,68,262	16,11,010	7,73,285	3·41	+17,318	7,90,603	3·48		73	52·00
1900 .	2,26,57,063	16,36,289	7,89,360	3·48	+ 3,562	7,92,922	3·50		74	52·00
1901 .	2,25,70,734	24,96,333	11,98,240	5·31	—1,73,653	10,24,587	4·54		113	52·00
1902 .	2,27,93,660	19,41,541	9,31,940	4·09	—41,522	8,90,418	3·90		88	52·00
1903 .	2,28,27,906	21,59,158	10,36,396	4·54	—90,308	9,46,088	4·14		98	52·00
1904 .	2,29,43,454	27,47,442	13,18,772	5·74	—2,30,673	10,88,094	4·74		124	52·00
1905 .	2,30,13,696	36,40,372	17,17,379	7·59	—4,43,110	13,04,269	5·66		165	52·00
1906 .	2,31,30,148	41,67,059	20,00,128	8·65	—5,67,842	14,32,346	6·19		188	52·00
1907 .	2,31,79,761	50,37,456	24,17,978	10·43	—7,75,023	16,42,955	7·09		228	52·00

8(*g*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—

Details of construction—

The open mileage, from Ludhiana, *vid* Ferozepore, to McLeod Ganj is 152·04 miles. This extension was sanctioned in 1903 and opened through in 1906.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers.

Ballast.—The line is being ballasted chiefly with brick.

Fencing.—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

This railway is worked as a part of the Southern Punjab railway under the contracts and conditions relating to that railway [8 (*f*)], except as follows :—

Government aid.—Government allow the Company, by way of rebate on the net earnings of the North Western State railway from traffic interchanged or sent over any part of the Company's lines including the Ludhiana Extension, such a sum (not exceeding the amount of such net earnings of the North Western State railway) as together with the net earnings of the Company in respect of the Ludhiana Extension will make up interest at the rate of 5 per cent. per annum on the capital expenditure of the Company in respect of the extension as charged in the capital account.

Currency of contract.—Concurrent with the contract contained in the Principal Indenture. If determined by notice of purchase on 31st December 1923, or at the expiration of any subsequent period of ten years, there shall be paid to the Company a sum equal to twenty-five years' purchase of the average of the Company's share of the net earnings of the extension during the five years immediately preceding such 31st December, subject to a maximum limit of 20 per cent. of the total capital expenditure on the extension and a minimum of the total sterling capital expenditure of the extension; if determined by notice of purchase on 31st December 1948 then the total amount of such capital expenditure as aforesaid in sterling.

Terms of working.—Surplus profits in excess of 5 per cent. per annum on the total capital expenditure are divisible at the close of each year between the Company and the Secretary of State in the proportion of one-fourth to the former and three-fourths to the latter.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (m)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*contd.***

8 (*g*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from North Western State railway, (+), or share of surplus profits payable to the Secretary of State in England, (−).	Total income.	Percentage of total income on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	7,06,564	...	...	...	...	...	...	...	...
1904	53,38,747	...	...	...	...	...	...	...	...
1905	70,09,669	73,332	35,200	0·50	+10,500	45,700	0·65	68	52·00
1906	79,33,781	6 29,557	3,02,197	3·81	+33,318	3,35,505	4·23	83	52·00
1907	83,43,814	8,98,142	4,31,108	5·15	+31,163	4,62,271	5·53	112	52·00

8 (*h*) Kalka-Simla railway (2′ 6″ gauge)—

The railway was constructed by the Delhi-Umballa-Kalka Railway Company.

On the representations of the Delhi-Umballa-Kalka Railway Company it was decided to purchase the line for £300,000, the Secretary of State waiving all claims of arrears of unpaid interest on the advances made to the Company. The purchase of the line by the State was effected from 1st January 1906; but the Company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western State railway administration with effect from the 1st January 1907.

Details of construction—

The line is 59·44 miles long. Its construction was sanctioned in 1898 and it was opened in 1903.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced only along the Kalka camping ground and through the skirts of the town of Kalka.

Curves.—Most of the curves are compound, the limiting radius being 120 feet.

Gradients.—The ruling gradient is 1 in 33.

Terms of contract—*Nil.* The line is owned and worked by the State.

Rates and fares.—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charges for tunnels, rates may be varied within the maxima and minima.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.				Rs.	
1899	5,53,228	...	...	...	...	...	...	...
1900	13,18,465	...	...	...	...	...	...	...
1901	34,86,993	...	...	...	...	...	...	...
1902	92,81,656	...	...	...	...	...	...	...
1903	1,41,32,284	32,052	7,022	0·04	...	...	7	78·09
1904	1,68,25,512	5,90,463	2,03,240	1·24	...	...	191	64·75
1905			4,00,813		...	...		
	1,76,11,644	7,52,460		2·28			243	46·73
1906	1,77,93,538*	7,64,322	3,07,125	1·72*	5,90,055	−2,83,530	247	59·82
1907	1,76,82,568	9,25,979	4,05,368	2·29	5,27,265	−1,21,897	300	56·22

8 (*i*) Khushalgarh-Kohat-Thal railway (2′ 6″ gauge)—

Details of construction—

The line is 91·73 miles long. Its construction was sanctioned in 1900 and it was opened through in 1903. The line is under conversion to the 5′ 6″ gauge.

Permanent-way.—The permanent-way between Khushalgarh and Kohat consists of flat-footed steel rails, 35 lbs. to the yard, laid on wooden sleepers; the Kohat-Thal section is laid partly with 25-lb. and partly with 21-lb. rails, partly on wooden and partly on steel sleepers.

*Revised figure.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (m)}}$. **NORTH WESTERN STATE RAILWAY SYSTEM—*concld.***

8 (i) Khushalgarh-Kohat-Thal railway (2′ 6″ gauge)—*concld.*

Details of construction—concld.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 239 feet radius.

Gradients.—The ruling gradient between Khushalgarh and Kohat is 1 in 83·3 and between Kohat and Thal 1 in 100.

Terms of contract—*Nil.* The line is owned and worked by the State.

Statistics of working—

Table I.	Table II.		
	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
		Rs.	
Included with the North Western State railway	1902	31	67·88
	1903	34	174·56
	1904	34	222·38
	1905	38	166·36
	1906	50	143·68
	1907	48	174·49

8(*j*) Nowshera-Durgai railway (2′ 6″ gauge)—

Details of construction—

This railway is 40·25 miles in length. Its construction was sanctioned in 1899 and it was opened through in 1901.

Permanent-way.—The permanent-way consists of 35 lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 477 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract.—The railway is owned and worked by the State.

Statistics of working—

Table I.	Table II.		
	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
		Rs.	
Included with the North Western State railway	1902	51	152·27
	1903	53	101·67
	1904	69	97·29
	1905	68	103·17
	1906	72	92·46
	1907	83	94·27

8(*k*) Dandot Light railway (2′ 0″ gauge)—

The Dandot Light railway has been constructed by the North Western State railway to develop the Dandot colliery which is worked primarily for the benefit of the railway. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked with steel wire ropes by combined gravity and steam power. On the second portion (1·29 miles) there is another incline worked by gravity alone.

Details of construction—

The line is 6·18 miles long. The section from Dandot station to the mouth of the main mine was opened in 1889.

Permanent-way.—The permanent-way consists of old metre gauge 36-lb. and 40-lb. rails laid on deodar sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is unfenced.

Curves.—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

Terms of contract.—*Nil.* The line is owned and worked by the State.

Statistics of working.—Included with the North Western State railway.

8(*l*) Jullundur-Kapurthalla-Sultanpur (British section)—

This line, which will be 6·80 miles long, has not yet been commenced, nor has the gauge been settled.

8(*m*) Jullundur-Kapurthalla-Sultanpur (Native State section)—

The Native State section will be 22·02 miles long. The same remarks apply to this as are made against the British section.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—**

Lines comprising the system.—The Oudh and Rohilkhand State railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Oudh and Rohilkhand State railway { (5′ 6″ gauge)	1,221·42	88·48	1,309·90
{ (3′ 3⅜″ gauge)	1·81	...	1·81
(*b*) Hardwar-Dehra railway (5′ 6″ gauge)	32·04	...	32·04
(*c*) Cawnpore-Burhwal link (3′ 3⅜″ gauge)	79·60	...	79·60
Total	1,334·87	88·48	1,423·35

Running powers—

	Miles.
Home line over Foreign line :—	
Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only	13·00
Foreign lines over Home line :—	
Great Indian Peninsula railway at Cawnpore } granted for passenger and goods trains, but exercised for the former only.	0·86
„ „ „ „ Cawnpore to Lucknow }	44·63
East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only	10·00
	55·49
Bengal and North Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal 34·57 miles (Cawnpore-Burhwal link, 3′ 3⅜″ gauge) } for passenger and goods trains.	79·60
„ „ „ „ Benares Cantonment to Benares City (Oudh and Rohilkhand State railway, 3′ 3⅜″ gauge) }	1·81
	81·41

9(*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand State railway. This tramway is 3·25 miles long and is worked by manual power. It is used for goods traffic only.

Details of construction.

The total open mileage of the railway is 1,223·23 miles. This may be divided into (1) Main line (Moghal Sarai to Saharanpur), 518·49 miles; (2) Benares-Lucknow loop, 199·03 miles; (3) Bareilly-Moradabad loop, 70·50 miles; and branches, 433·40 miles; and 1·81 miles of 3′ 3⅜″ gauge at Benares.

First sanction to construction was given in 1864. The main line *viâ* Rae Bareli was opened through in 1898. The Benares-Lucknow loop was opened through in 1874 and the Bareilly-Moradabad loop in 1873.

There were 88·48 miles sanctioned for construction but on which commencement of work was not authorized.

Permanent-way.—The main line, which was laid with 75-lb. flat-footed steel rails on cast iron pot sleepers, is being relaid with 90-lb. flat-footed steel rails. During the year 1907, 40 miles of the relaying on the main line from Lucknow towards Saharanpur was completed. The Benares-Lucknow loop is laid throughout with 75-lb. flat-footed steel rails. On most of the branches the greater part of the rails are 75-lb. flat-footed steel. On the Ajodhya Ghat, Bahramghat, Madhoganj and Kotdwara branches they are partly 60-lb. flat-footed iron and partly 60-lb steel rails. The portions of the Bareilly-Moradabad loop and Aligarh branch which were previously laid with 60-lb. flat-footed steel rails are now being relaid with the second hand 75-lb. flat-footed steel rails removed from the main line.

The sleepers are of the following types :—stamped steel bowls, cast-iron pots, steel trough transverse and wood (sâl, deodar, jarrah and New South Wales hard wood). There are a few wrought iron saddle back sleepers still in the Kotdwara and Aligarh branches and Bareilly-Moradabad loop.

Ballast.—The main line is ballasted throughout with kunkur, stone, or shingle.

The branches are ballasted either with sand or earth with a covering of broken brick, kunkur or stone, except the Allahabad, Delhi, Cawnpore and Hardwar branches which are ballasted with kunkur, stone or shingle.

Fencing.—The line is fenced throughout with the exception of the Madhoganj, Meerut and Kotdwara branches.

Curves.—The sharpest curve on the line is of 1,000 feet radius.

Gradients.—The ruling gradient of the whole of the railway is 1 in 400.

Terms of contract—

Nil. The railway is owned and worked by the State.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM**—*contd.*

9 (*a*) Oudh and Rohilkhand State railway proper (5′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.* (7)	Gain or loss to the State *pertaining to each calendar year.* (8)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1867	...	...	...	...	...	...	...	74	106·97
1868	...	...	...	...	...	...	...	120	64·54
1869	...	...	...	...	...	...	...	97	81·74
1870	...	...	...	...	...	...	...	112	227·93
1871	...	...	...	...	...	...	...	117	69·31
1872	...	...	...	...	...	...	...	56	68·58
1873	...	...	...	...	...	...	...	56	72·91
1874	...	...	...	...	...	...	...	72	64·41
1875	...	...	...	...	...	...	...	97	59·71
1876	...	...	...	...	...	...	...	120	63·93
1877	...	...	...	...	...	...	...	153	52·38
1878	...	...	...	...	...	...	...	163	54·23
1879	5,80,35,764	43,44,843	18,19,936	3·14	28,00,000	...	−9,80,064	153	58·11
1880	6,02,24,081	44,55,150	19,04,409	3·16	28,19,946	...	−9,15,537	157	57·25
1881	6,25,30,935	49,28,730	19,75,699	3·16	29,14,137	...	−9,38,438	173	59·91
1882	6,52,79,840	52,62,844	18,01,371	2·76	30,67,622	...	−12,66,251	185	65·77
1883	7,07,69,446	54,56,255	24,50,362	3·51	31,35,495	...	−6,55,133	192	54·54
1884	7,91,43,383	52,75,196	23,26,146	2·94	41,14,587	...	−17,88,441	182	55·99
1885	8,54,34,426	55,37,369	19,05,361	2·23	46,53,333	...	−27,47,972	176	65·59
1886	8,95,12,775	65,05,408	28,60,755	3·20	51,88,014	...	−23,27,259	180	56·03
1887	9,17,06,668	66,46,213	31,35,949	3·42	53,98,339	...	−22,63,390	186	52·83
1888	9,18,41,649	70,77,053	30,16,065	3·28	51,67,494	...	−21,51,489	197	57·38
1889	9,32,32,226	75,39,683	42,04,076	4·56	49,71,898	...	−7,67,822	209	44·24
1890	9,27,89,280	73,81,996	37,54,478	4·05	44,23,109	...	−6,68,631	205	49·14
1891	9,28,38,358	85,64,209	49,42,458	5·32	47,25,666	...	+2,16,792	238	42·29
1892	9,51,44,770	85,42,836	50,16,329	5·27	52,79,411	...	−2,63,082	237	41·28
1893	10,34,32,031	87,15,926	50,17,053	4·85	55,01,058	...	−4,84,005	239	42·44
1894	11,03,04,516	1,05,18,836	57,36,138	5·20	63,11,123	...	−5,74,985	262	45·47
1895	10,64,94,395	1,02,94,880	52,55,948	4·94	63,69,949	...	−11,14,001	248	48·95
1896	10,76,42,655	86,97,076	43,50,907	4·04	61,30,729	...	−17,79,822	209	49·97
1897	11,04,84,893	85,15,556	36,96,778	3·35	59,77,486	...	−22,80,708	186	56·59
1898	11,66,56,000	98,51,599	53,07,727	4·55	58,76,247	...	−5,68,520	196	46·12
1899	12,23,50,210	1,11,38,990	60,76,595	4·97	59,75,292	...	+1,01,303	208	45·45
1900	12,57,60,656	1,15,15,132	55,91,727	4·45	62,26,185	...	−6,36,458	208	51·44
1901	12,89,35,151	1,32,54,991	72,20,007	5·60	63,12,044	...	+9,07,963	231	45·53
1902	13,66,82,842	1,31,65,792	64,11,386	4·69	64,75,905	...	−64,519	230	51·30
1903	14,54,26,124	1,39,49,923	72,31,862	4·97	68,00,305	...	+4,31,557	226	48·16
1904	17,06,33,229	1,52,96,306	71,33,117	4·76	70,55,640	...	+77,477	235	53·37
1905	15,37,92,910	1,53,85,913	63,43,667	4·12	71,68,451	...	−8,24,764	238	58·77
1906	15,71,99,731	1,64,67,329	78,15,731	4·97	75,66,010	...	+2,49,721	249	52·54
1907	16,40,20,113	1,81,98,069	65,82,413	4·00	70,99,564	...	−5,37,151	269	63·93

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—

Details of construction—

This railway is 32·04 miles long. Its construction was sanctioned in 1896 and it was opened in 1900.

Permanent-way.—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar, sal and Australian sleepers.

Ballast.—The line is ballasted throughout with shingle, with a covering of broken stone for boxing.

Fencing.—The line is fenced throughout.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 75.

Terms of contract—

The Hardwar-Dehra railway is worked under the following contract :—

Contract of—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Interest at 3 per cent. per annum is guaranteed. Government also allow Rs. 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent. is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue. Land was provided free of charge.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (c)}}$. **OUDH AND ROHILKHAND STATE RAILWAY SYSTEM—*concld.***

9 (*b*) Hardwar-Dehra railway (5′ 6″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of contract.—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital and, except for *bonâ fide* temporary purposes at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share or stock capital.

Currency of contract.—Government may determine the contract, on twelve months' notice either on the 31st December 1919 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent., nor is less than, the total capital expenditure.

Power of Company to surrender contract.—Nil.

Terms of working.—After deduction of 50 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure, not exceeding Rs. 1,000, classed as a 'Minor work', subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.

Rates and fares.—Rates and fares to be arranged between Government and the working agency within one and a half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand State railway.

Statistics of working—

Table I.									Table II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Remarks.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2).	(3).	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs		Rs.	Rs.	Rs.		Rs.	
1897 .	1,96,017	...	...	...	...	...	...	Interest up to 1900 was charged to capital and net earnings of 1900 were credited to capital in reduction of interest charges.	...	...
1898 .	10,70,545	...	...	...	...	...	...		...	...
1899 .	23,42,697	...	...	...	...	...	...		...	...
1900 .	25,67,093	1,60,485	80,243	1·33	...	...	...		115	50·00
1901 .	28,12,301	2,13,456	1,06,728	3·80	84,220	11,253	+11,255		128	50·00
1902 .	28,36,486	2,52,485	1,26,242	4·45	85,048	20,597	+20,597		152	50·00
1903 .	28,44,541	2,62,719	1,31,359	4·62	85,260	23,050	+23,049		158	50·00
1904 .	29,12,992	2,63,612	1,31,806	4·52	86,777	22,515	+22,514		153	50·00
1905 .	29,20,650	3,13,476	1,56,738	5·37	87,590	34,574	+34,574		188	50·00
1906 .	29,24,284	3,34,110	1,67,055	5·71	87,688	39,683	+39,684		201	50·00
1907 .	29,27,942	3,86,565	1,93,283	6·60	87,822	52,730	+52,731		232	50·00

9 (*c*) Cawnpore-Burhwal (3′ 3⅜″ gauge) link—

The construction of the Cawnpore-Burhwal (3′ 3⅜″ gauge) link was sanctioned as a part of the project for linking up the 3′ 3⅜″ gauge systems of Northern India.

Details of construction—

The link is 79·60 miles long. Its construction was sanctioned in 1894 and it was opened through in 1897.

Permanent-way.—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on deodar sleepers.

Ballast.—The line is ballasted throughout with kunkur, stone, or shingle.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 573 feet.

Gradients.—The ruling gradient is 1 in 400.

Terms of contract—

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand State railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand State railway 80 per cent., which has, with effect from the 1st July 1905, been reduced to 75 per cent., of the gross receipts arising therefrom.

Statistics of working—

Included with the Oudh and Rohilkhand State railway [9(*a*)].

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 10}}{\text{Sub-head (a)}}$ **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—

Chairman.—Henry Luttman-Johnson, Esq.

Managing Director.—James Meadows Rendel, Esq.

Offices.—Bishopsgate House, Bishopsgate Street within, London, E. C.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, 34·90 miles, which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

Details of construction—

The total open mileage of the line is 775·28 miles which may be divided into (1) main line (Chittagong to Tinsukia), 576·61 miles, and (2) branches, 198·67 miles, of which the length between Noakhali and Shaheb Ghatta, 4·44 miles, was temporarily closed to traffic. The main line was opened through to Tinsukia in 1903.

Besides the above 35·32 miles were sanctioned for construction, of which 19·32 miles are actually under construction.

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails, partly on sâl and pyinkado, and partly on bastard sâl, nageshur, jarrah wood and ironbark sleepers. The Noakhali branch is laid with 41½-lb. steel rails on sâl sleepers.

Ballast.—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

Fencing.—The line is fenced between Chittagong Port and Silchar, Laksam and Chandpur, Gauhati Ghat and Gauhati, and half a mile from Gauhati towards Lumding, and at some stations on the hill section.

Curves.—The sharpest curve is of 358 feet radius.

Gradients.—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding 1 in 60, with a 1 in 37 banking section 8·54 miles long; between Gauhati and Tinsukia, 1 in 100; between Laksam and Noakhali, 1 in 200; between Laksam and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150.

Terms of contracts—

The Assam-Bengal railway is worked under the following contracts:—

Contracts of—26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

11th April 1906 (between the Secretary of State and the Assam-Bengal Railway Company)—supplemental to the contract of the 26th April 1892—for the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking, and for the application thereto, as from 1st January 1906, of the provisions of the principal contract of the 26th April 1892.

The general conditions of the contracts are:—

Government aid.—Government guarantee interest in sterling at 3 per cent. on the Company's share capital of £1,500,000. Up to 30th June 1898 interest was allowed at 3½ per cent. Land was provided free of charge.

Terms of contract.—The contract provides that the Company raises £1,500,000, and that any further money required be supplied either by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal (with the exception of monies paid against interest on the Company's share capital and sums applied from net earnings), are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.

Currency of contract.—Government may determine the contract, by giving the Company in England 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line is worked at a loss for not less than three half-years consecutively. On the determination of the contract the Company is to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earning of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net earnings to be applied in payment of—

(1) Contribution due to the Provident Fund, limited to one per cent. of net earnings. With effect from 2nd half of 1907 the second bonus to subscribers has been fixed at a minimum of 25 per cent. of deposits, irrespective of the condition that the bonus should be restricted to one per cent. of net earnings;

(2) The equivalent in rupees of interest paid on debenture capital; provided that if the Company's share capital is not less than $\frac{4}{11}$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

(3) The equivalent in rupees of guaranteed interest paid to the Company in respect of share capital; interest on the capital contributed or deemed to be contributed by Government, at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceeds $\frac{8}{11}$ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement;

and the residue is disisible between Government and the Company in the ratio of their respective capital expenditure.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 10}}{\text{Sub-head (a)}}$. **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1891	1,53,203	...	...	...	5,893	—5,893	...	...
1892	30,16,133	...	...	...	2,66,378	—2,66,378	...	...
1893	1,07,63,192	...	...	...	5,12,618	—5,42,618	...	...
1894	2,46,89,198	...	...	...	8,59,881	—8,59,881	...	...
1895	4,04,38,298	2,14,426	—8,047	...	13,95,636	—14,03,683	64	183·75
1896	5,21,39,804	6,18,785	33,238	0·06	23,73,034	—23,39,796	71	94·63
1897	6,37,67,401	9,90,640	72,214	0·11	22,56,279	—21,84,065	63	92·71
1898	7,56,41,721	13,05,124	54,551	0·07	24,45,275	—23,90,724	86	95·83
1899	8,69,56,236	16,19,646	3,22,704	0·37	28,63,084	—25,40,380	75	80·08
1900	9,56,01,772	17,09,955	3,64,364	0·38	33,31,390	—29,67,026	75	78·69
1901	10,41,49,467	21,34,252	4,56,654	0·44	35,06,252	—30,49,598	70	78·60
1902	11,11,34,922	20,96,058	2,54,418	0·23	38,08,357	—35,53,969	68	87·86
1903	12,40,28,543	23,97,658	4,48,963	0·36	40,71,450	—36,27,487	72	80·51
1904	12,60,09,639	29,53,902	1,05,300	0·08	41,66,535	—40,61,145	77	94·78
1905	12,78,56,722	34,14,295	1,25,615	0·10	42,61,305	—41,35,691	88	94·68
1906	13,25,20,704	42,20,044	4,27,858	0·32	44 53,487	—40,25,629	104	89·86
1907	13,49,01,242	48,90,137	6,40,254	0·47	37,92,477	—31,52,023	122	86·91

Noakhali (Bengal) railway (3′ 3⅜″ gauge)—

Calendar year.	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Rebate from Assam-Bengal railway.	Total income.	Percentage of total income on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1903	21,04,827	30,099	2,409	0·11	28,389	25,798	1·23	30	92·00
1904	21,59,851	55,840	—3,232	...	50,775	47,543	2·20	31	105·79
1905	21,25,528	68,493	1,666	0·08	56,055	57,721	2·71	38	97·57
1906		Amalgamated with the Assam-Bengal railway.							

Number $\frac{\text{Main head 11}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—**

Chairman.—Colonel T. Gracey, R.E., C.S.I.

Managing Director.—Alexander Izat, Esq., C.I.E., M. Inst. C. E.

Offices.—237, Gresham House, Old Broad Street, London, E. C.

Lines comprising the system—The Bengal and North-Western railway system is made up of—

	Open line.	Under construction, or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)	1,014·90	144·15	1,159·05
(*b*) Tirhoot railway (3′ 3⅜″ gauge)	763·54	19·40	782·94
Total	1,778·44	163·55	1,941·99

Running powers—

Home line over Foreign lines—

		Miles.
Cawnpore to Aishbagh, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand State railway	for passenger and goods trains.	45·03
Aishbagh to Daliganj, Lucknow-Bareilly railway		3·40
Daliganj to Burhwal, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand State railway		34·57
Benares Cantonment to Benares City, Oudh and Rohilkhand State railway (3′ 3⅜″ gauge)		1·81
Total		84·81

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 11}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

11 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—

Details of construction—

The total open mileage of the railway is 1,014·90 miles.

This may be divided into main lines: (1), Sonepore to Burhwal, 274·75 miles; (2), Bhatni to Benares, 105·75 miles and (3), Aunrihar to Chand-deara Ghat, 95·75 miles; and branches, 538·65 miles. First section of the main line was sanctioned in 1882 and it was opened throughout in 1885.

Besides the above 144·15 miles were sanctioned, of which 84·36 miles were actually under construction.

Permanent-way.—The main line between Sonepore and Burhwal is laid with 50-lb. steel rails on sâl sleepers. The rest of the line north of the Gogra is laid with 41¼-lb. steel rails mostly on sâl sleepers. The Ganges-Gogra Doab lines are laid with 50-lb. steel rails on sâl sleepers.

Ballast.—The whole line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced.

Curves.—The sharpest curve is of 900 feet radius.

Gradients.—The ruling gradient is 1 in 300. On the various ghat lines the gradients are steeper.

Terms of contracts—

The Bengal and North-Western and Tirhoot railways are worked under the following contracts:—

Contracts of—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886.—Contract modifying that of 1882.

19th December 1894.—Contract supplemental to those of 1882 and 1886, providing for the Revelganj, Manjhi Ghat (Bahramghat), Burhwal, Tulsipur, Katarnian Ghat and Turtipar branches of the Company's railway, and for the exercise of running powers over the Cawnpore-Burhwal (3′ 3⅜″ gauge) link.

23rd July 1896.—Contract, supplemental to those of 1882, 1886 and 1894, providing for the Ganges-Gogra Doab lines of the Company's railway, known as the Ganges-Gogra Doab contract.

15th January 1903.—Supplemental contract for the Ghazipur-Ballia, Azamgarh-Shahganj and Aunrihar-Jaunpur lines.

24th April 1903.—Supplemental contract regarding rate of exchange.

14th December 1905.—Contract, supplemental to that of 1882, regarding the date on which the Secretary of State may exercise his right to purchase the Company's line and the period at which he may fix the purchase price, and revising the terms on which the Tirhoot railway will continue to be worked by the Bengal and North-Western Railway Company after the expiration, on the 31st December 1904, of the contract of 1890.

7th October 1907.—Contract, supplemental to those of 1882, 1886, 1894, 1896 and 1903 and providing for the extensions, Gorakhpur to Bagaha, Daronda to Maharajgunj, Savan to Thawe, Benares to Jhoosi and extensions towards Allahabad, Kopaganj to Dohrighat and Uska to Tulsipur with a branch from Gainsari to Jarwa.

The general conditions of the contracts are as follows:—

Government aid.—Land alone was provided free.

Currency of contracts.—(1) *Bengal and North-Western railway contracts.*—The contracts of 1882, 1886 and 1894, *viz.*, those for the working of the Bengal and North-Western railway proper, terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling-stock, movable machinery, stores, etc. Government may, however, determine the contract on the 31st December 1912 or on the 31st December 1932, on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent. to which Government *would have been* entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, on six months' notice, if the Company fails to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of line and fixed machinery and plant, less value of latter treated as a reversionary sum absolutely payable on the 31st December 1981.

(2) *Ganges-Gogra Doab contract.*—The contract of 1896, *viz.*, that covering the Ganges-Gogra Doab lines, runs concurrently with those of 1882, 1886 and 1894, as does also the supplemental contract of 1903; but, in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line, as shown in sterling, appearing in the capital account.

NOTE.—Government relinquished their right to acquire the Company's line on the 31st December 1912, on the condition that they shall have the power to fix in 1912 the purchase price of the Bengal and North-Western railway and to purchase the line at that price on the 31st December 1932.

(3) *Tirhoot railway contract.*—The contract of 1890, for working the Tirhoot railway, terminated on the 31st December 1904, and the revised contract under which the railway continues to be worked by the Company came into force on and from the 1st January 1905 and is current until the 31st December 1932, subject to the proviso that the Secretary of State may, if he should think it desirable, terminate it in 1919 or modify it at that date in such manner as he may think fit.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 11}}{\text{Sub-heads } (a) \& (b)}$, **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

11 (*a*) Bengal and North-Western railway proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Power of Company to surrender contracts.—Nil.

Terms of working.—The gross earnings of the State and Company's sections to be kept entirely separate.

All charges for maintenance of way, works and stations, other than those for general supervision, to be allocated to each section on the basis of actual outlay on that section, all other working expenses being divided between the two sections in proportion to the gross earnings of each.

4 per cent. on respective outlay on "rolling stock," "steamers, barges and landing stages," "stores," "station, station machinery and staff quarters at Sonepore" for "joint use," and future expenditure on "workshops," to be charged to working expenses in addition to ordinary working expenses and contribution to Provident Fund, for apportionment to the State and Company's sections, in the ratio of their respective gross earnings. This amount of interest to be credited to the respective Revenue Accounts in the ratio of contributions of capital to the joint accounts.

Government to first receive out of the Tirhoot railway net earnings of each year 5 per cent. on all capital expended on the Tirhoot line open for traffic, including expenditure subsequent to 31st December 1904.

The residue of net earnings to be dealt with as follows :—

(*a*) if the residue does not exceed ten lakhs, $\frac{4}{5}$ths to Government and $\frac{1}{5}$th to the Company ;

(*b*) if the residue exceeds 10 lakhs, the sum of 10 lakhs shall be divided as in condition (*a*) and the excess over 10 lakhs shall belong $\frac{14}{15}$ths to Government and $\frac{1}{15}$th to the Company.

Rates and fares.—On the Company's section the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section certain maxima and minima have been fixed, within which the Company is permitted to vary rates.

Statistics of working—

	Table I.						Table II. Including the Tirhoot railway from 1890.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Payments received for working the Tirhoot railway.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	
1884	1,52,47,428	77,670	Information not available.	Information not available.	—26,221	...	29	133·76
1885	2,01,86,980	12,05,220			6,10,789	3·03	72	49·32
1886	2,38,16,102	18,51,074			8,09,159	3·43	106	56·36
1887	2,56,22,684	19,44,002			8,37,004	3·27	90	56·94
1888	2,61,51,503	22,09,543			9,88,844	3·78	102	55·25
1889	2,63,11,872	22,11,824			10,53,964	4·00	103	52·35
1890	2,57,94,904	22,18,615			12,32,397	4·86	121	44·08
1891	2,76,68,842	24,76,909	15,54,509	69,484	16,23,993	5·87	121	40·04
1892	2,83,88,821	29,39,077	16,34,194	67,060	17,01,254	5·99	120	41·12
1893	2,84,84,234	26,14,546	15,81,860	66,842	16,48,702	5·79	123	43·20
1894	2,87,24,887	26,17,242	16,95,265	72,358	17,67,623	6·15	130	41·79
1895	3,12,95,704	25,71,036	16,82,766	72,909	17,55,675	5·61	133	42·45
1896	3,43,36,114	26,26,033	16,70,172	71,614	17,41,786	5·07	134	43·97
1897	4,10,32,207	27,55,718	17,24,277	74,905	17,99,182	4·38	128	43·78
1898	4,66,78,822	33,31,890	19,74,920	75,885	20,50,805	4·39	129	43·37
1899	5,16,06,763	43,44,861	26,70,911	61,940	27,32,851	5·30	131	46·67
1900	5,24,73,019	44,56,593	24,79,423	49,563	25,28,996	4·82	128	49·35
1901	5,50,91,530	53,66,794	30,97,372	76,853	31,74,225	5·76	140	44·51
1902	5,84,82,525	55,60,238	33,72,183	76,671	30,48,854	5·91	154	46·23
1903	6,21,09,547	61,98,433	38,53,972	1,04,369	39,58,341	6·47	161	40·64
1904	6,43,92,183	67,16,933	43,28,496	1,16,284	44,45,330	6·90	168	39·68
1905	6,77,55,566	61,79,116	34,72,017	1,69,446	36,41,463	5·37	151	43·11
1906	7,13,68,623	77,02,976	40,92,699	1,92,032	42,84,731	6·00	168	47·39
1907	7,50,01,758	89,59,804	49,72,741	1,79,231	51,51,972	6·87	177	44·28

11 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of this railway is 763·54 miles, consisting of (1) main line (Katihar to Sonepore) 169·50 miles, (2) Hajipur to Bachhwara *viâ* Muzaffarpur and Samastipur loop, 86·50 miles, and (3) branches, 507·54 miles. Of these 10·05 miles are double line. First sanction to the construction of the main line was accorded in 1874 and the first section was opened throughout in 1890. There were in addition 19·40 miles under construction.

Permanent-way.—The following types of rails are in use :—50-lb. flat-footed steel, 41½-lb. flat-footed steel and 60-lb. iron. The sleepers are of sâl, pyinkado, jarrah and cast iron of Denham-Olpherts' pattern.

Ballast.—The line, except quite new constructions, is ballasted with kunkur or broken brick.

Fencing.—The main line is fenced with stone posts and 4 wires.

Curves.—The sharpest curve, which is on the main line, is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 300, except between Samastipur and Khanwa Ghat on which 3·42 miles are on a gradient of 1 in 200. On various river ghat lines the gradients are steeper.

Terms of contracts—See under Bengal and North-Western railway proper, 11 (*a*).

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 11}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*concld.***

11 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Payment made to the Bengal and North-Western Railway Company for working the line. (5)	Total income. (6)	Percentage of total income on total capital outlay given in column (2). (7)	Interest. (8)	Gain or loss to the State *pertaining to each calendar year.* (9)	Remarks. (10)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1875	...	...	Information not available.	Information not available.	...	...	...	...		89	107·62
1876	...	...			...	...	...	...		71	68·67
1877	...	...			...	...	...	...		77	69·85
1878	...	...			...	...	...	...		108	75·34
1879	58,38,320	4,58,733			1,07,819	2·02	2,37,411	—1,29,592		113	76·49
1880	56,13,274	5,51,068			2,33,662	4·16	2,50,659	—16,997		102	56·40
1881	72,02,917	5,84,255			2,36,200	3·23	2,67,245	—31,045		110	59·57
1882	1,07,92,877	6,60,022			2,54,047	2·36	3,96,612	—1,32,565		136	61·50
1883	1,32,83,024	8,92441			2,59,705	1·96	4,99,014	—2,39,309		108	70·90
1884	1,48,64,982	11,90,072			2,66,582	1·79	5,74,369	—3,07,787		105	77·60
1885	1,44,47,916	12,78,634			3,59,269	2·49	5,86,195	—2,26,926		98	71·90
1886	1,54,33,549	14,96,638			5,01,189	3·25	6,30,944	—1,29,755		109	66·56
1887	1,97,49,195	17,22,955			6,95,725	3·52	7,79,801	—84,076		122	59·62
1888	2,07,78,252	18,07,283			7,98,875	3·85	8,17,485	—18,610		123	55·80
1889	2,12,28,094	18,96,674			9,78,246	4·61	8,41,932	+1,36,314		122	48·42
										Included with Bengal and North-Western railway.	
1890	2,29,94,165	23,92,977			13,21,797	5·75	9,14,207	+4,07,590		...	...
1891	2,34,99,148	24,89,279	14,23,332	69,484	13,53,848	5·76	9,34,385	+4,19,463		...	...
1892	2,43,25,804	21,94,862	13,82,875	67,060	13,15,815	5·41	9,50,025	+3,65,790		...	...
1893	2,49,08,833	26,81,190	14,09,975	66,842	13,43,133	5·39	10,01,205	+3,41,928		...	...
1894	2,50,08,061	29,42,305	15,35,581	72,358	14,63,223	5·85	9,98,388	+4,64,835		...	...
1895	2,56,02,092	30,89,644	15,61,276	72,909	14,68,367	5·81	10,18,013	+4,70,354		...	...
1896	2,60,38,655	31,61,172	15,56,944	71,614	14,85,230	5·70	10,27,321	+4,57,909		...	...
1897	3,11,00,098	32,38,109	16,29,812	74,905	15,54,907	5·00	10,38,630	+5,16,277		...	...
1898	3,46,43,176	31,44,140	16,67,068	75,885	15,91,183	4·59	13,18,764	+2,72,419		...	...
1899	3,80,27,533	34,24,808	14,42,101	61,940	13,80,161	3·63	14,62,603	— 82,442		...	...
1900	4 30,15,240	36,47,197	15,66,413	49,563	15,16,650	3·53	16,19,231	—1,02,581		...	...
1901	4,61,91,293	43,16,760	22,75,660	76,853	21,98,807	4·76	17,57,799	+4,31,008		...	...
1902	4,91,41,200	45,50,632	24,55,201	76,671	23,78,580	4·84	18,77,205	+5,01,325	Includes Sagauli-Raxaul branch from 11th April 1904.	...	...
1903	5,08,63,468	56,72,952	31,92,619	1,04,369	30,38,250	6·07	19,86,515	+11,01,735		...	...
1904	5,64,95,579	62,63,114	34,98,567	1,16,884	33,81,733	5·99	21,48,021	+12,33,712		...	...
1905	6,21,36,962	61,81,754	35,57,423	1,69,446	33,87,977	5·45	23,54,563	+10,33,414		...	...
1906	6,78,40,339	66,80,324	38,97,310	1,92,032	37,05,978	5·50	23,17,807	+13,87,971		...	...
1907	7,19,99,253	75,39,243	42,21,002	1,79,231	40,41,771	5·61	23,80,668	+16,61,103		...	...

Sagapli-Raxaul branch, before it was purchased by the State.

Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1896	1,26,044	...	...	...	...	...
1897	6,68,783	...	...	...	...	...
1898	8,07,550	...	...	...	...	...
1899	10,81,740	5,433	Credited to interest on capital.	...	30	40·00
1900	12,12,073	25,830	...	...	30	52·62
1901	10,67,014	37,152	13,593	1·27	40	63·44
1902	11,78,421	39,296	18,658	1·74	42	52·57
1903	11,16,252	43,809	18,571	1·66	51	57·61
1904 (up to 10th April)	11,16,252 Amalgamated with the	18,740 Tirhoot railway	10,114 from 11th April 1904.	0·91	74	46·03

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM—**

Chairman—Colonel A. J. Filgate, R.E.

Secretary—H. Rendel, Esq.

Offices—271, Winchester House, 50, Old Broad Street, London, E. C.

Lines comprising the system—The Bengal Dooars railway system is made up of—

	Open line. Miles.
(*a*) Bengal Dooars railway (3' 3⅜" gauge)	36·40
(*b*) Bengal Dooars railway extensions (3' 3⅜" gauge)	116·56
Total	152·96

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

12 (*a*) Bengal Dooars railway proper (3' 3⅜" gauge)—

Details of construction—

The total length of open mileage is 36·40 miles, divided into main line (East Bank of the Teesta to Dam Dim), 31 miles and branch, 5·40 miles. Construction was sanctioned in 1891 and the line was opened through in 1893.

Permanent-way.—The line is laid with 41¼-lb. flat-footed steel rails on sál sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,432·50 feet radius.

Gradients.—The ruling gradient is 1 in 166.

Terms of contracts—

The Bengal Dooars railway and the extensions are worked under the following contracts:—

Contracts of—27th April 1891.—Bengal Dooars railway principal contract.

2nd March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1898 and 1900 (extending period for completion of Mal-Madarihat extension).

The general conditions of the contracts are as follows:—

Government aid.—Land free of cost from Government; and, from the District Board of Jalpaiguri, an annual subsidy of such amount not exceeding Rs. 4,000 per annum as may be required to make up the net profits of the undertaking to five per cent. per annum on the capital outlay.

Currency of contracts.—On the 31st December 1919, and thereafter at intervals of seven years, Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company in the case of the Bengal Dooars railway of one and two-fifths of the invested capital and capital liabilities, and in the case of the extensions of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent. the capital expenditure and capital liabilities of the Company, nor less than the capital expended and the capital liabilities. If, at any period, the Bengal Dooars railway or the extensions should not be worked for six consecutive months, the Company can also be called upon to surrender the line and extensions on receipt of the actual sum expended up to the date of notice.

Terms of working.—If worked by the Company the whole of the profits go to the Company. If worked by the Eastern Bengal State railway the Secretary of State retains in each half-year 40 per cent. of the gross earnings, the remaining 60 per cent. being paid to the Company after deduction of the income-tax payable to Government.

Rates and fares—

Bengal Dooars railway and extensions from Mal to Madarihat and Dam Dim to Bagrakote—

Certain maxima and minima have been fixed subject to alteration from time to time. If the gross receipts reach 12 per cent. on the capital, Government may reduce maxima to the extent of 25 per cent., except in the case of certain special rates.

Extension from Barnes Junction to Lalmanirhat—

Certain maxima and minima have been fixed within which rates may be varied.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120].

Number $\frac{\text{Main head 12}}{\text{Sub-heads } (a) \text{ and } (b)}$. **BENGAL DOOARS RAILWAY SYSTEM—*concld.***

12 (*a*) Bengal Dooars railway proper (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Remarks.	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1891 . .	16,479	...	...	...	...	...	...		...	...
1892 . .	12,67,626	...	...	...	...	...	...		...	...
1893 . .	18,49,091	1,14,812	57,639	3·12	...	57,639	3·12		69	49·80
1894 . .	22,24,224	2,05,286	1,04,291	4·57	4,000	1,08,291	4·74		109	49·20
1895 . .	23,26,476	3,53,537	1,27,458	5·48	4,000	1,31,458	5·65		125	49·73
1896 . .	24,33,213	2,70,450	1,31,813	5·42	...	1,31,813	5·42	*Including cost of flood damages.	136	61·26
1897 . .	26,50,713	2,86,407	1,45,289	5·48	...	1,45,289	5·48		145	49·27
1898 . .	26,68,050	2,69,089	1,10,620	4·15	4,000	1,14,620	4·30		135	57·40
1899 . .	26,26,748	2,73,037	1,18,416	4·51	...	1,18,416	4·51		137	55·41
1900 . .	26,42,695	3,32,730	1,89,461	7·17	...	1,89,461	7·17		168	43·06
1901 . .	26,44,873	3,10,920	1,76,399	6·67	...	1,76,399	6·67		156	43·27
1902 . .	26,50,627	2,73,340	1,71,455	6·47	...	1,71,455	6·47		144	37·27
1903 . .	26,95,547	3,09,965	2,23,786	8·30	...	2,23,786	8·30		156	27·80
1904 . .	26,64,642	3,46,277	2,56,651	9·63	...	2,56,651	9·63		175	25·88
1905 . .	27,26,291	3,70,343	2,49,598	9·15	...	2,49,598	9·15		196	32·60
1906 . .	27,53,098	4,08,623	2,96,703	10·86	...	2,96,703	10·86		216	27·38
1907 . .	27,56,535	4,20,705	*3,05,788	11·09		*3,05,788	11·09		222	27·32

12 (*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)—

Details of construction—

The total open mileage of the extensions is 116·56 miles, comprised of (1) Eastern extension (Mal to Madarihat) 44 miles, (2) Southern extension (Barnes junction to Lalmanirhat), 65·80 miles, and (3) Western extension (Dam Dim to Bagrakote), 6·76 miles. The construction of the extensions was sanctioned in 1898 and they were opened in 1903, 1900 and 1902, respectively.

Permanent-way.—The line has been laid with 41½-lb. flat-footed steel rails on sál sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

Terms of contracts.—See under Bengal Dooars railway proper, 12 (*a*).

Statistics of working—

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Remarks.	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(1)	(2)
	Rs.	Rs.	Rs.			Rs.	
1897	72,151	...	...	...		...	...
1898	4,03,611	...	...	...		...	...
1899	26,75,455	...	...	...		...	...
1900	47,11,632	16,191	5,015	0·11		13	2·31
1901	62,26,567	1,76,399	68,937	1·11	*Including cost of flood damages.	47	69·92
1902	72,66,166	2,53,534	86,266	1·19		62	65·99
1903	79,30,172	3,47,832	1,05,916	1·34		71	69·55
1904	84,97,571	4,15,179	1,08,680	1·28		68	73·85
1905	87,92,080	5,12,343	1,97,824	2·25		85	61·39
1906	89,99,516	5,83,352	2,91,256	3·23		96	50·11
1907	90,70,826	6,04,133	*2,90,888	3·21		99	51·85

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) to (d)}}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM.**

Lines comprising the system.—The Bhavnagar-Gondal-Junagad-Porbandar railway system is made up of—

		Open line. Miles.
(*a*) Bhavnagar-Gondal-Junagad-Porbandar railway	(3′ 3⅜″ gauge)	334·19
(*b*) Dhrangadra railway	(3′ 3⅜″ gauge)	20·83
(*c*) Jamnagar railway	(3′ 3⅜″ gauge)	54·22
(*d*) Jetalsar-Rajkot railway	(3′ 3⅜″ gauge)	46·21
	Total	455·45

13 (*a*) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3′ 3⅜″ gauge)—

This line was constructed by Government agency, and is owned and worked by the Native States after which it is named.

Details of construction—

The line is 334·19 miles long. It consists of the following sections, (1) Bhavnagar to Wadhwan, 105·03 miles, (2) Dhola to Porbandar Bandar, 159·51 miles, and (3) Jetalsar to Veraval Bandar, 69·65 miles. Sanction to the construction of the first section was given in 1879, to the second section in 1879 and 1888, and they were opened through in 1880 and 1889, respectively. The third section was sanctioned in 1886 and opened through in 1890.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers except on the Dhoraji-Porbandar section, where the rails are laid on steel pea-pod sleepers.

Ballast.—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan which is ballasted with kunkur.

Fencing.—The line is practically unfenced.

Curves.—The sharpest curve is of 1,200 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the Jetalsar-Veraval section, where it is 1 in 150.

Terms of contract—

The railway is worked under the following agreement :—

Agreement of—28th November 1896, having effect from the 1st January 1897 (between the several proprietary States) for management and working by a Board of Control.

The general conditions of the agreement are as follows :—

Government aid.—Nil.

Terms of agreement.—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President, and one nominee from each of the proprietary States of Bhavnagar, Gondal, Junagad and Porbandar. The existing lines owned by those States are separately and entirely described as the "Integral railways," and their combination is termed the "Open system." The decisions of the Board of Control are based on the majority of "Members' single votes" and "Proprietary votes" recorded. "Members' single votes" prevail at special meetings, where each member has one vote; while "Proprietary votes," *i.e.*, votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.

Currency of agreement.—The term of the agreement is from the 1st January 1897 to the 31st December 1900. Until a new agreement is adopted the terms of this agreement remain in force.

Power of Board to determine agreement.—By unanimous vote the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution; no changes can otherwise be made until the expiry of three months from date of passing such resolution. Any proprietary State can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

Terms of working.—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the capital and revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways as may require apportionment is divisible as prescribed in Appendix A to the agreement. The Bhavnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, and is secured against all such disbursements by the payment into the Bhavnagar State Treasury of all receipts of the entire open system. All funds for major capital works are provided by the integral railway concerned, or by special arrangement with the Bhavnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7½ per cent. interest on the paid-up value of all property in occupancy for open system purposes, to compensation for losses for works and buildings falling into disuse and to 7½ per cent. per annum for any additional accommodation required by the open system.

Rates and fares.—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system, but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway: provided that such alteration be not prejudicial to the interests of any other integral railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) to (d)}}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.***

13 (*a*) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, i.e., outlay on (i). lines open, (ii) lines partly open and (iii) lines wholly under construction (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1879	4,80,177	...	...	...	...	...
1880	49,19,304	...	...	...	...	...
1881	74,46,353	6,88,385	2,05,254	2·76	78	70·18
1882	86,75,711	8,76,836	3,54,648	4·09	87	59·55
1883	90,49,232	8,94,179	3,26,613	3·61	89	63·47
1884	92,92,040	10,92,312	4,97,471	5·35	109	54·46
1885	96,25,031	10,04,660	3,91,247	4·07	98	59·55
1886	98,57,553	9,65,379	4,15,149	4·21	96	57·00
1887	1,06,28,023	9,80,827	4,42,103	4·08	98	54·93
1888	1,30,68,693	11,20,260	5,53,575	4·23	109	50·58
1889	1,62,60,477	13,80,417	5,99,852	3·69	97	56·55
1890	1,68,42,051	15,71,788	6,00,267	3·56	91	61·81
1891	1,71,24,771	14,77,263	4,75,786	2·78	85	67·79
1892	1,72,52,030	15,78,178	4,37,576	2·54	91	72·25
1893	1,72,28,860	20,63,104	8,88,708	5·16	119	56·92
1894	1,73,65,592	18,40,287	7,91,335	4·56	106	49·61
1895	1,76,00,032	19,52,221	8,21,220	4·67	113	57·93
1896	1,75,63,395	19,80,678	9,89,274	5·63	114	50·06
1897	1,76,53,653	18,21,640	8,19,081	4·64	105	55·04
1898	1,78,56,546	16,98,657	7,09,781	3·98	97	58·22
1899	1,79,56,272	18,53,483	9,26,965	5·16	107	49·99
1900	1,80,00,616	19,53,865	10,10,773	5·62	113	48·27
1901	1,80,96,671	15,37,378	6,80,089	3·76	89	55·76
1902	1,80,87,538	13,71,837	5,66,342	3·13	79	58·72
1903	1,81,53,314	16,04,638	8,26,870	4·61	92	47·86
1904	1,80,44,250	18,60,565	10,39,916	5·76	107	44·11
1905	1,80,09,429	18,51,324	9,90,981	5·50	106	46·47
1906	1,81,74,947	19,57,290	11,07,551	6·09	113	43·41
1907	1,82,09,672	22,39,816	12,54,298	6·89	129	43·93

13 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—

This line was constructed for the Dhrangadra State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

The line is 20·83 miles long and connects Wadhwan with Dhrangadra. Its construction was sanctioned in 1897 and it was opened in 1898.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast used is of broken sandstone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 1,400 feet radius.

Gradients.—The ruling gradient is 1 in 175.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are as follows:—

Government aid.—Nil.

Currency of agreement.—The agreement shall hold good so long as the working agreement of the Bhavnagar-Gondal-Junagad-Porbandar railway, dated the 28th November 1896, is in force.

Terms of working.—Forty per cent. of gross earnings (subject to a biennial revision) *plus* 5 per cent. for hire of rolling stock and, in addition, actual expenditure on the maintenance of way, works and stations.

Rates and fares.—The same rates and fares as are applicable to the Bhavnagar-Gondal-Junagad-Porbandar railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) to (d)}}$. **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.***

13 (*b*) Dhrangadra railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1897	5,830	...	...	...	...	...
1898	5,36,589	23,395	10,617	1·79	37	54·62
1899	6,06,104	63,876	20,978	3·46	59	67·16
1900	5,86,584	57,366	18,984	3·24	53	66·91
1901	5,86,100	46,196	11,765	2·01	43	74·53
1902	5,85,911	37,731	8,075	1·38	35	78·60
1903	5,86,638	43,058	11,713	1·99	40	72·80
1904	5,87,116	47,516	15,446	2·63	44	67·49
1905	5,86,695	49,042	13,375	2·28	45	72·73
1906	5,86,791	65,121	25,707	4·38	60	60·52
1907	5,87,610	66,614	24,953	4·25	61	62·54

13 (*c*) Jamnagar railway (3′ 3⅜″ gauge)—

This line was constructed for the Navanagar State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

The railway is 54·22 miles long and connects Rajkot with Bedi Bandar. Its construction was sanctioned in 1893 and it was opened in 1897.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

Curves.—The sharpest curve is of 1,000 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway, [13 (*b*)] except as follows :—

Terms of working.—*Forty per cent. of gross earnings (subject to a biennial revision), *plus* actual expenditure on the maintenance of way, works and stations; the locomotives and rolling-stock being supplied by the proprietary State.

*Reduced with effect from the 1st July 1906 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50.

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1894	17,000	...	...	...	...	...
1895	62,956	...	...	...	...	...
1896	14,91,727	...	...	...	...	...
1897	22,50,538	84,476	28,954	1·29	41	65·73
1898	23,18,496	1,02,945	31,782	1·37	36	69·12
1899	23,08,558	1,26,323	51,540	2·23	45	59·20
1900	23,09,481	1,49,153	59,540	2·58	53	60·09
1901	23,09,969	1,36,314	51,401	2·22	48	62·29
1902	23,58,240	1,31,104	55,751	2·28	46	59·00
1903	23,58,338	1,39,756	60,122	2·55	50	56·98
1904	23,27,281	1,41,030	56,721	2·44	50	59·78
1905	23,27,105	1,48,341	62,008	2·66	53	58·20
1906	23,26,826	1,51,335	60,076	2·58	54	60·30
1907	23,26,953	2,14,652	1,02,785	4·42	76	52·12

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) to (d)}}$ **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM**—*concld.*

13 (*d*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—

This line was constructed for the Jetalsar-Rajkot Railway Syndicate by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Details of construction—

This line is 46·21 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, except for five miles where the rails are laid on steel trough sleepers.

Ballast.—The ballast used is of broken stone.

Fencing.—The line is unfenced except between Rajkot Para and Rajkot Junction.

Curves.—The sharpest curve is of 955 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway [13 (*b*)] except as follows :—

Terms of working.—* Forty per cent. of gross earnings (subject to a biennial revision), *plus* actual expenditure on maintenance of way, works and stations; the locomotives and rolling-stock to be † supplied by the proprietary States.

* Reduced with effect from 1st January 1907 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50.

† The proprietary States not having supplied the locomotives and rolling-stock a further deduction of 5 per cent. from gross earnings is made as hire for stock.

Statistics of working—

Table I.					Table II.	
Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1892	7,89,792	...	...	...	...	...
1893	14,35,593	1,03,006	50,896	3·55	59	50·59
1894	14,99,605	1,55,556	61,152	4·08	65	60·68
1895	15,03,585	1,88,338	77,448	5·15	76	57·76
1896	15,29,265	1,97,116	84,238	5·51	82	57·26
1897	15,47,463	2,05,253	84,720	5·47	85	58·72
1898	15,78,017	1,78,941	76,057	4·82	74	57·50
1899	15,83,268	1,96,927	78,726	4·97	83	60·43
1900	15,74,022	2,02,718	86,214	5·48	84	57·47
1901	15,74,038	1,76,388	67,251	4·27	73	61·87
1902	15,78,583	1,44,317	54,485	3·45	60	62·25
1903	15,78,658	1,66,404	63,230	4·01	69	62·00
1904	15,78,655	1,88,439	69,248	4·39	78	63·25
1905	15,80,207	1,91,155	74,882	4·74	80	60·83
1906	15,82,472	1,83,261	65,653	4·15	76	64·18
1907	15,99,904	2,38,823	1,07,094	6·69	99	55·16

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 14}{\text{Sub-heads } (a) \& (b)}$. **BURMA RAILWAYS SYSTEM—**

Chairman.—Colonel Alfred Glynn Begbie, R.E.

Managing Director.—Walter Home, Esq., C.I.E.

Offices.—199, Gresham House, Old Broad Street, London.

Lines comprising the system.—The Burma railways system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Burma railways (3′ 3½″ gauge)	1,340·15	72·95	1,413·10
(*b*) Burma railways extensions (3′ 3½″ gauge)	134·77	52·16	186·93
Total	1,474·92	125·11	1,600·03

14 (*a*) Burma railways proper (3′ 3½″ gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3′ 3½″ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Mogaung, with an extension to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

Details of construction—

The open mileage of the Burma railways, 1,340·15 miles, consists of (1) *Main line section*, main line (Rangoon to Mandalay), 386 miles, branches, 31·60 miles; (2) *Irrawaddy section* (Rangoon to Prome), 161 miles; (3) *Mu Valley section*, main line (Sagaing to Myitkyina), 331·29 miles; branches, 91·46 miles; (4) *Lashio branch* (Myohaung to Lashio), 177·84 miles, and (5) *Bassein-Henzada-Letpadan section*, 110·96 miles. Of these 38·79 miles are double line.

First sanction to the construction was given in 1874; and the first three sections were opened through in 1889, 1877 and 1898, respectively, and the last two sections in 1903.

Besides the above 72·95 miles were sanctioned for construction, *viz.*, (1) from Thamaing to Malagaon, 6·70 miles, and (2) from Neikban to Begayet, 66·25 miles. Work on (1) has not yet been commenced while that on (2) has been suspended.

Permanent-way.—The rails in use on the system are 60-lb., 50-lb. and 41½-lb. flat-footed steel. The sleepers throughout are generally of teak, pyinma and pyinkado, the last named largely predominating.

Ballast.—The ballast used is either shingle or broken stone.

Fencing.—The main line, the Irrawaddy line and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at a few stations. The Lashio branch is unfenced.

Curves.—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Meiktila-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch of 337 feet on the Mu Valley line, the Katha branch and the Nankan-Mohnyin section of 573 feet.

Gradients.—The ruling gradient on the main line is 1 in 200, uncompensated; on the Lashio branch it is 1 in 25, compensated; on the Mu Valley line 1 in 60, uncompensated; on the Myingyan branch, 1 in 100, uncompensated; on the Sagaing-Alon branch, 1 in 150, uncompensated, and on the Katha branch, 1 in 50, compensated.

rms of contracts—

The railways are worked under the following contracts:—

Contracts of—9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer and management.

21st March 1907 (between the Secretary of State and the Burma Railways Company) supplemental to the contract of 8th March 1897.

The general conditions of the contracts are as follows:—

Government aid.—Interest is guaranteed at 2½ per cent. on the Company's share capital. Land provided by Government.

Currency of contracts.—Government may determine the contracts, after giving six months' notice, if the Company fails to perform its obligations, or if the undertaking be, in the opinion of the Secretary of State, in course of gross mismanagement by the Company, or if it be worked at a loss for three consecutive half-years. Government may also determine the contracts on the 31st December 1926, or the 31st December 1931, or on the 31st December of any subsequent tenth year, by giving twelve months' previous notice. On the determination of the contracts from any cause the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railways the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) and contribution to the Provident Fund, which is contingent on the net earnings of the lines, the net receipts in each half-year are to be applied in payment to Government of—

(1) the equivalent of the interest paid for the half-year on any debentures issued by the Company;

(2) the equivalent of the guaranteed interest at 2½ per cent. per annum on the Company's capital of £2,000,000, and of the interest payable on any additional share capital raised by the Company;

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads } (a) \text{ and } (b)}$. **BURMA RAILWAYS SYSTEM—*contd.***

14(*a*) Burma railways proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

(3) the equivalent of interest at 2½ per cent. per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government at rates fixed for specified overdrawals.

After payment of the interest above-mentioned, the surplus profits in any year ending on the 30th June are to be divided between Government and the Company in the following proportions :—

(*i*) $\frac{1}{5}$ths to Government and $\frac{4}{5}$th to the Company up to the date of issue of the debenture stock of £1,000,000 referred to in the contract of 21st March 1907, and

(*ii*) after the issue of the debenture stock—

(*a*) for the first five years, $\frac{11}{50}$ths to the Company and $\frac{39}{50}$ths to Government, and

(*b*) for the second five years, £45,000 or $\frac{11}{50}$ths, whichever is less, to the Company and the balance to Government,

(*iii*) in the event of the Company issuing, with the sanction of the Secretary of State, further debenture stock, the Company's share of surplus profits to be as follows, the balance belonging to Government :—

(*c*) for the first five years, $\frac{11}{50}$ths *plus* a sum in the ratio of $\frac{1}{50}$th of the surplus for £1,000,000 of the debenture stock, and

(*d*) for the second five years, £45,000 or the amount mentioned in (*c*), whichever is less.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Calendar year.	Total capital outlay to end of each year, i.e., outlay on (*i*) lines open, (*ii*) lines partly open, and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
	TABLE I.							TABLE II.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1),	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1877	...	...	...	...	...	...	...	61	129·36
1878	...	...	...	...	...	...	...	115	93·03
1879	1,23,85,597	9,55,913	1,41,743	1·14	5,47,438	...	—4,05,695	114	85·17
1880	1,25,87,340	13,22,710	5,21,085	4·14	5,62,331	...	—41,246	158	60·60
1881	1,26,51,992	15,43,622	6,45,077	4·73	5,86,210	...	+58,867	184	58·21
1882	1,78,39,222	15,75,691	6,30,480	3·53	6,23,969	...	+6,461	188	59·99
1883	2,19,77,689	15,62,886	5,52,366	2·51	7,46,068	...	—1,93,702	187	64·66
1884	2,56,37,089	21,05,421	8,21,936	3·21	9,69,215	...	—1,47,279	181	60·96
1885	2,72,85,343	21,63,656	4,78,123	1·73	10,61,184	...	—5,88,061	143	78·13
1886	2,88,52,604	26,57,955	9,43,271	3·26	12,64,742	...	—3,20,971	156	64·51
1887	3,66,52,847	33,24,263	15,58,303	4·25	13,15,249	...	+2,43,054	192	53·12
1888	4,83,73,677	38,76,218	12,71,960	2·63	18,18,560	...	—5,46,600	171	62·33
1889	5,12,49,158	46,90,263	15,78,552	3·07	20,17,224	...	—4,43,672	169	66·45
1890	5,56,22,296	54,71,432	23,48,191	4·22	21,35,308	...	+2,12,883	210	57·08
1891	6,03,31,289	58,55,197	23,71,392	3·90	23,28,287	...	+43,105	199	59·50
1892	6,64,02,875	71,00,618	33,96,088	5·10	24,90,221	...	+8,95,867	237	52·31
1893	7,03,47,005	67,22,506	22,42,492	3·19	27,19,995	...	—4,77,503	178	66·64
1894	7,37,14,721	62,87,354	23,23,328	3·15	28,94,375	...	—5,71,047	164	63·05
1895	7,57,29,659	67,11,062	27,02,356	3·57	30,01,168	...	—2,98,807	169	59·73
1896	8,13,44,229	76,08,558	29,85,752	3·67	34,43,442	...	—4,57,691	167	60·76
1897	8,73,31,890	86,76,403	38,82,673	4·45	38,31,674	1,13,696*	—62,697	188	55·25
1898	9,24,93,509	89,91,451	37,88,523	4·10	39,49,899	1,94,988	—3,56,364	184	57·87
1899	10,11,17,647	88,25,724	35,78,407	3·54	38,35,209	1,67,935	—4,24,737	179	59·45
1900	11,03,96,635	1,10,29,947	48,94,824	4·43	38,49,026	4,22,384	+6,23,414	195	55·62
1901	11,99,22,408	1,18,85,329	49,89,656	4·16	40,41,108	4,38,924	+5,09,624	197	58·02
1902	12,70,23,590	1,25,02,671	52,72,683	4·66	43,94,823	4,49,065	+4,28,795	203	57·83
1903	13,01,30,277	1,36,14,478	52,19,322	4·01	44,06,500	4,37,976	+3,74,846	197	61·66
1904	13,34,32,891	1,51,02,418	65,70,760	4·92	44,71,268	6,90,759	+14,08,733	216	56·49
1905	13,55,91,056	1,57,75,957	61,31,963	4·56	45,35,974	6,02,907	+10,42,182	226	60·82
1906	13,97,87,368	1,57,32,205	58,61,913	4·19	46,13,499	5,26,164	+7,32,250	225	62·74
1907	14,50,55,112	1,66,16,416	59,31,463	4·09	48,49,484	5,00,698	+10,81,281	238	64·20

14 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the extensions amounts to 134·77 miles, consisting of (1) Pegu-Moulmein section, 121·27 miles and (2) Henzada-Danbi section, 13·50 miles. The first section was sanctioned for construction in 1903 and the second section in 1904. Both were opened in 1907.

Besides the above, 52·16 miles, Danbi to Kyangin, were under construction.

Permanent-way.—The permanent-way consists of 50-lb. flat footed steel rails laid principally on pyinkado sleepers.

Ballast.—The ballast consists chiefly of broken stone and shingle.

Fencing.—The lines are not yet fenced. Level crossings are provided with either gates or chains and posts.

* From 1st September 1896 to 31st December 1897.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 14}}{\text{Sub-head (a) and (b)}}$ **BURMA RAILWAYS SYSTEM**—*concld.*

14 (*b*) Burma railways extensions (3' 3¾" gauge)—*concld.*

Details of construction—*concld.*

Curves.—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Danbi section is 1,432·5 feet.

Gradients.—The ruling gradient is 1 in 300 uncompensated.

Terms of contract—

The extensions are worked under the following contract :—

Contract of—22nd February 1907 (between the Secretary of State and the Burma Railways Company) for construction and working.

The general conditions of the contract are as follows :—

Government aid.—Funds allotted by Government. Land provided by the Secretary of State.

Currency of contract.—The contract may be determined on twelve months' notice being given by either side on the 30th June next following the expiration of the period of five years from the date of opening of the last section of the railways or on the 30th June of any subsequent fifth year. If the principal contract shall at any time be determined, then this contract shall also thereupon cease and determine. On the failure by the Company to effectually remedy any breach of this contract or of its stipulations or provisions within six months after due notice shall have been given by the Secretary of State in England, he may, on the expiration of six months or later, determine the contract by giving to the Company in England notice of such determination.

Terms of working.—After deducting from the gross earnings of the railways—

(*a*) the actual expenditure incurred on sub-heads II to VII of abstract A (Maintenance of way and works) for which a separate account has to be kept and which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as "Minor work", subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year ;

Note—(For the first twelve months after opening this expenditure is charged to capital.)

(*b*) the proportionate share of other working expenses as appearing in the general working expenses account, which is kept for the whole of the Company's system and in which the total expenditure, including a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision, is divided between the railways and the rest of the Company's system in the ratio of their respective gross earnings ;

(*c*) the contribution to the Provident Fund, which is contingent on the net earnings of the lines ;

the net receipts are applied in payment of interest on the total capital outlay, including the value of land, and the surplus for the twelve months ending 30th June is divided between the Secretary of State and the Company in the proportion of three-fourths to the former and one-fourth to the latter.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open, and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1904	3,95,787	...	...	...	...	...	...	...	...
1905	66,58,481	...	...	...	...	...	...	...	...
1906	1,24,05,003	...	...	...	...	...	...	...	...
1907	1,64,71,283	1,68,518	70,441	0·43	2,67,896	...	—1,97,455	82	58·20

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 15.}}{\text{Sub-head (a)}}$ **DEOGHUR RAILWAY** (3′ 3½″ gauge)—

Details of construction—

This line connects Deoghur with Baidyanath, a station on the East Indian railway, and is 4·79 miles long. It was sanctioned in 1881 and opened in 1882.

Permanent-way.—The permanent-way is laid with 36-lb. steel rails on wooden sleepers.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 2,640 feet.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following contract:—

Contract of—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—Land was provided free of charge.

Terms of contract.—Messrs. Burn & Co. constructed the railway with capital raised locally and without any guarantee.

Currency of contract.—If the Company fails to perform its obligations Government may after giving six months' notice, determine the contract, and take over the railway at a valuation based on the earnings of the two years immediately preceding. Government may also, after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice, determine the contract and take the railway over at a valuation calculated at the average market rate of the shares during the previous three years, giving the Company in addition a bonus not exceeding 20 per cent. of the value so arrived at.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1883	2,73,331	19,639	6,242	2·28	79	68·00
1884	2,75,000	23,735	10,704	3·90	93	54·90
1885	2,75,000	22,987	9,906	3·60	88	58·69
1886	2,75,042	25,017	11,743	4·27	100	53·06
1887	2,75,043	24,533	12,108	4·40	98	50·64
1888	2,81,180	25,812	11,521	4·10	104	55·37
1889	2,82,876	28,533	12,695	4·49	115	55·51
1890	2,82,616	26,095	10,915	3·86	105	58·17
1891	2,82,752	31,165	15,429	5·46	125	50·49
1892	2,88,329	26,964	9,707	3·37	108	64·00
1893	2,87,364	37,809	19,103	6·65	152	49·47
1894	2,87,536	29,425	9,659	3·36	118	67·17
1895	2,88,086	33,611	15,308	5·31	130	54·46
1896	2,87,797	30,014	11,498	4·00	120	61·69
1897	2,87,942	30,320	11,152	3·87	122	63·22
1898	2,88,453	32,000	6,601	2·28	129	79·44
1899	2,87,525	33,262	6,878	2·22	134	79·32
1900	2,87,379	34,900	7,276	2·56	140	78·87
1901	2,85,265	48,293	18,616	6·53	194	61·45
1902	3,01,057	29,758	6,025	2·00	120	79·75
1903	3,01,057	40,458	10,632	3·53	162	73·75
1904	3,01,058	46,635	14,701	4·88	187	68·48
1905	3,00,558	45,397	13,582	4·52	182	70·08
1906	3,01,256	53,532	20,553	6·82	215	61·61
1907	2,97,054	56,506	15,849	5·34	227	71·95

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) and (b)}}$ **DIBRU-SADIYA RAILWAY SYSTEM—**

Chairman.—Lord Ribblesdale.

Secretary.—Evan A. Jack, Esq.

Offices.—85, London Wall, London, E.C.

Lines comprising the system.—The Dibru-Sadiya railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(a) Dibru-Sadiya railway (3′ 3½″ gauge)	77·50	8·52	86·02
(b) Ledo and Tikak-Margherita Colliery railway (3′ 3½″ gauge)	8·50	...	8·50
Total	86·00	8·52	94·52

16 (*a*) Dibru-Sadiya railway proper (3′ 3½″ gauge)—

Details of construction—

This line is 77·50 miles long and may be divided into main line (Dibrugarh to Dihing Bridge), 61·50 miles, and the Talap branch, 16 miles. Its construction was sanctioned in 1881 and it was opened through in 1885.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) and (b)}}$. **DIBRU-SADIYA RAILWAY SYSTEM—*contd.***

16 (*a*) Dibru-Sadiya railway proper (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

There are, in addition, 8·52 miles under construction.

Permanent-way.—The main line is laid with 50-lb. flat-footed steel rails on uriam sleepers and cast iron plate of the Denham-Olpherts' type. The Talap branch is laid with 41¼-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The line is partially ballasted with broken stone.

Fencing.—The line is unfenced, with the exception of a short length at Dibrugarh.

Curves.—The sharpest curve is of 700 feet radius.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—26th May 1880 (between the Secretary of State and the Assam Railway Company subsequently called the Assam Railways and Trading Company) for maintenance and working.

25th July 1881—Contract modifying that of 1880.

The general conditions of the contracts are as follows:—

Government aid.—Government guaranteed the payment of a subsidy, not exceeding in any year Rs. 80,000, twelve months after the opening of the main line or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent. of the paid up capital of the main line. Government similarly guaranteed a subsidy for the Makum branch, not exceeding Rs. 20,000 in any year. The payment of guarantee terminated on the 30th June 1903. The free use of public roads is also provided for.

Currency of contract.—If the Company fails to fulfil its obligations, within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. Government may determine the contract, on giving 12 months' notice (clause 19 of contract, dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying twenty per cent. in excess of the value of the Company's property.

NOTE.—The Company having waived all its rights under clause 7 of contract dated 25th July 1881 to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1921, or at intervals of 10 years thereafter (Secretary of State's letter No. P. W. 2731, dated the 23rd December 1901).

Power of Company to surrender contract.—Nil.

Terms of working.—The Company to maintain the railway and the road on which the rails are laid and the rolling-stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.

Rates and fares.—These were subject to approval by Government from time to time while subsidy was payable. If the net profits exceed 12 per cent. of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

Statistics of working—

TABLE I.									TABLE II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from local Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1883	22,22,253	48,220	—35,375	...	...	—35,375	...		52	171·70
1884	40,65,283	2,06,133	—68,406	...	54,550	—13,856	...		67	131·61
1885	49,46,729	2,57,385	—63,864	...	54,500	—9,364	...		62	123·03
1886	49,78,753	3,46,479	53,154	1·07	54,654	1,07,808	2·17		81	80·65
1887	53,32,605	4,04,928	1,02,540	1·92	1,00,000	2,02,540	3·80		98	74·68
1888	58,73,445	4,25,530	1,01,759	1·89	1,00,000	2,01,759	3·75		105	76·09
1889	55,13,750	4,64,018	1,25,147	2·27	1,00,000	2,25,147	4·08		114	73·03
1890	57,06,682	5,14,266	1,76,960	3·10	1,00,000	2,76,960	4·85		127	65·59
1891	67,05,474	4,98,682	1,70,526	2·54	1,00,000	2,70,526	4·03		123	65·80
1892	69,56,304	5,13,213	1,63,719	2·35	1,00,000	2,63,719	3·79		127	63·10
1893	71,70,562	5,12,098	1,52,972	2·13	1,00,000	2,52,972	3·53		127	70·13
1894	70,97,487	5,31,645	1,95,732	2·76	1,00,000	2,95,732	4·17		132	63·18
1895	74,02,729	6,01,142	2,69,543	3·64	1,00,000	3,69,543	4·99		149	55·16
1896	74,01,496	6,47,380	3,12,286	4·22	1,00,000	4,12,286	5·57		161	51·76
1897	74,20,119	7,74,189	2,64,750	3·57	1,00,000	3,64,750	4·92		192	68·12
1898	74,40,474	7,81,415	2,82,478	3·80	50,000	3,32,478	4·33		194	63·85
1899	74,56,188	8,59,414	4,49,688	6·03	37,978	4,87,666	6·54	The amount shown as subsidy received during 1899 was due for a previous period.	213	47·68
1900	77,14,949	9,00,847	4,62,381	5·99	...	4,62,381	5·99		224	48·67
1901	82,00,747	9,23,578	4,73,307	5·77	...	4,73,307	5·77		230	49·03
1902	82,00,694	8,51,380	4,11,187	5·01	...	4,11,187	5·01		211	51·73
1903	82,32,530	9,16,777	4,57,974	5·56	...	4,57,974	5·56		227	50·05
1904	87,01,363	9,48,473	4,21,317	4·84	...	4,21,317	4·84		235	55·58
1905	87,31,147	9,54,293	4,32,053	4·95	...	4,32,053	4·95		237	54·73
1906	88,18,873	10,08,281	4,08,634	4·63	...	4,08,634	4·63		250	59·47
1907	89,99,076	10,89,442	3,90,987	4·34	...	3,90,987	4·34		258	62·39

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) and (b)}}$. **DIBRU-SADIYA RAILWAY SYSTEM—*concld.***

16 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—

The line was used originally only for the purposes of bringing coal from the mines on the south bank of the Dihing river to the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

Details of construction—

The line is 8·50 miles long, *viz.*, main line (Dihing bridge to Ledo) 5·50 miles, and branch (Margherita to Namdang) 3 miles. The main line was opened in 1884 and the branch in 1901.

Permanent-way.—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.

Ballast.—The main line is three-fourths ballasted with broken stone, but the Namdang branch is unballasted.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 800 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The railway is worked under the following contract:—

Contract of—30th July 1881 (between the Secretary of State and the Assam Railways and Trading Company) for coal and iron mining in the Makum coal-fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.

Terms.—Contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

The general conditions are as follows:—

Government aid.—Nil.

Currency of contract.—The coal concession is for a term of 20 years from 30th July 1881 within an area of 30 square miles, and for a further term of 30 years within an area of at least 4 square miles.

Power of Company to surrender contract.—Nil.

Terms of working.—The colliery to be charged with the cost of maintenance of the branch and sidings owned by it and 5 per cent. of its gross earnings for the use of rolling stock; all other charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings.

Rates and fares.—Certain rates and fares have been sanctioned by Government.

Statistics of working—

	Table I				Table II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1897	11,46,240	45,871	8,024	0·70	88	82·51
1898	12,00,698	55,213	3,752	0·31	142	93·22
1899	12,83,416	63,084	22,053	1·72	162	65·04
1900	12,84,375	65,724	17,981	1·40	169	72·64
1901	16,30,162	70,293	11,145	0·68	123	84·15
1902	16,53,446	58,259	437	0·03	102	99·25
1903	16,62,082	59,077	−8,208	...	103	113·89
1904	16,62,088	56,108	13,158	0·79	120	76·55
1905	16,78,156	59,439	27,210	1·62	127	54·22
1906	16,83,031	65,115	25,052	1·49	139	61·52
1907	16,94,069	60,036	22,762	1·34	128	62·09

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) to (d)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—**

Lines comprising the system.—The Jodhpur-Bikaner railway system is made up of—

	Open line. Miles.	Under construction or sanctioned for construction. Miles.	Total. Miles.
(*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)	463·89	61·32	525·21
(*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)	245·35	135·68	381·03
(*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge)	123·98	...	123·98
(*d*) *Mirpur Khas-Jhudo* (3′ 3⅜″ gauge)	...	48·00	48·00
Total	833·22	245·00	1,078·22

17 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the section is 463·89 miles. First sanction to construction was accorded in 1881 and the line was opened through to the British frontier in 1900. The Merta city branch was opened in 1905.

There were, in addition, 61·32 miles under construction.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) to (d)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

17 (*a*) Jodhpur-Bikaner (Jodhpur section) (3′ 3⅜″ gauge)—*concld.*

Details of construction—*concld.*

Permanent-way.—The line is laid with 36-lb., 41¼-lb. and 50-lb. flat-footed steel rails There are also some 36-lb. iron rails in the Merta city branch. The sleepers are steel trough, deodar and pine.

Ballast.—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

The railway is worked under the following contracts :—

Contracts of—13th July 1889 } (between the Government of India and the Jodhpur and Bikaner Durbars) for
30th July 1889 } constructing and working the line.

The general conditions of the contracts are as follows :—

Government aid.—The line is the exclusive property of the two Durbars.

Currency of contracts.—These contracts may be modified at any time by mutual consent.

Terms of working.—Each Durbar to receive all the profits of the section of line belonging to that Durbar.

Rates and fares.—No provision was made for rates and fares in the contracts, but certain rates and fares were approved by executive order.

Statistics of working—

Calendar year. (1)	TABLE I. Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	TABLE II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1883	4,99,866	40,361	23,110	4·62	42	42·74
1884	8,99,795	64,262	31,748	3·92	39	50·59
1885	15,40,335	1,70,691	1,12,505	7·30	54	34·80
1886	21,22,293	2,05,728	1,33,318	6·23	62	35·20
1887	22,31,483	3,18,703	1,91,677	8·40	55	39·86
1888	22,80,006	3,60,803	1,91,556	8·40	56	46·91
1889	22,7[illegible]978	3,59,353	1,92,258	8·45	56	46·50
1890	22,7[illegible]333	3,70,825	1,96,192	8·63	58	47·09
1891	41,87,110	6,12,339	3,34,364	7·99	66	45·44
1892	60,59,552	9,46,080	5,28,941	8·73	74	44·14
1893	64,74,611	8,01,765	4,38,895	6·70	52	47·83
1894	69,49,374	10,81,156	6,69,378	10·38	65	38·09
1895	64,[illegible]2,934	9,74,738	5,69,246	8·85	58	41·60
1896	64,78,328	11,64,405	7,58,273	11·40	70	36·60
1897	74,90,176	11,22,658	7,44,799	9·94	67	33·66
1898	1,00,[illegible]5,594	12,22,726	7,30,956	7·25	73	42·22
1899	1,14,42,183	19,09,097	11,66,844	10·29	102	38·88
1900	1,14,25,508	16,28,478	9,07,480	7·94	81	44·27
1901	1,17,24,896	15,67,078	7,14,826	6·10	66	54·39
1902	1,18,69,424	16,76,216	8,35,202	7·04	71	50·17
1903	1,19,31,439	16,34,708	8,91,196	7·47	69	45·48
1904	1,21,90,804	16,87,624	9,58,365	7·86	71	43·21
1905	1,22,63,774	19,16,254	11,01,294	8·98	79	42·53
1906	1,22,77,15	20,91,368	12,23,331	9·97	87	41·50
1907	1,27,48,482	21,40,652	11,64,748	9·14	89	45·59

17 (*b*). Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)—

Details of construction—

The section is 245·35 miles long. Its construction was first sanctioned in 1890 and it was opened through to Bhatinda in 1902. Besides these 135·68 miles were under construction.

Permanent-way.—The permanent-way consists of 36-lb. flat-footed steel rails on steel trough and deodar sleepers.

Ballast.—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

Fencing.—The line is unfenced, except at a few stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contracts—

See under Jodhpur section, 17 (*a*).

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) to (d)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*concld.*

17 (*b*) Jodhpur-Bikaner (Bikaner section) (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i. e.*, outlay on (*i*) lines open, (*ii*) line partly open and (*iii*) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1890	4,15,590	...	...	...	...	...
1891	14,32,706	5,139	—2,724	0·19	36	46·99
1892	9,48,622	76,547	24,904	2·63	24	67·47
1893	9,65,771	66,725	25,735	2·66	30	61·43
1894	9,59,407	80,274	40,447	4·17	35	49·61
1895	9,71,084	86,539	45,096	4·64	38	47·89
1896	9,73,294	1,20,727	75,382	7·75	53	37·56
1897	9,73,473	1,17,010	65,504	6·73	52	44·02
1898	23,14,152	1,37,472	77,616	3·35	31	43·54
1899	24,61,917	1,74,539	1,04,344	3·65	37	40·22
1900	32,60,432	1,92,358	1,04,962	3·22	43	45·43
1901	48,03,535	2,46,875	1,05,697	2·16	30	57·18
1902	52,49,530	3,22,122	1,42,580	2·72	30	55·72
1903	51,20,925	5,25,328	2,66,197	5·19	41	49·33
1904	51,23,549	7,28,901	4,05,677	7·96	57	43·96
1905	51,72,406	8,83,432	5,62,383	10·87	69	36·34
1906	52,70,205	10,92,839	4,74,514	9·00	86	56·58
1907	55,15,481	8,82,608	3,38,372	6·13	69	61·66

17 (*c*) Jodhpur-Hyderabad (British section) (3′ 3⅜″ gauge)—

Details of construction—

The line connects Hyderabad (Sind) with the Jodhpur system and is 123·98 miles long. Its construction was first sanctioned in 1891 and it was opened through in 1900.

Permanent-way.—The section is laid with 60-lb. iron, and 50-lb. and 41¼-lb. flat-footed steel rails on deodar and Denham-Olpherts' cast-iron sleepers.

Ballast.—The ballast is of kunkur, stone and broken brick.

Fencing.—With the exception of a few stations, the line is unfenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 150.

Terms of contract—

The railway is worked under the following agreement:—

Agreement of—22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway, on the 3′ 3⅜″ gauge, from Balotra to Hyderabad and for working the section from the Jodhpur Frontier to Hyderabad.

The general conditions of the agreement are as follows:—

Currency of agreement.—As regards the working of the railway this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.

Terms of working.—Working expenses, excluding maintenance, are divided between the British and Native State sections in the ratio of the gross earnings of each section. Maintenance charges to be actual cost for each section of line.

Rates and fares.—Maximum and minimum rates and fares and the classification in force on the North Western State railway from time to time to be in force on the British section.

NOTE.—Government of India, in letter No. 255 R.T., dated the 6th March 1900, approved of the Rajputana-Malwa railway classification of goods which is in force on the Native State section being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western State railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table I. Interest. (6)	Table I. Gain or loss to the State *pertaining to each calendar year.* (7)	Table I. Remarks. (8)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1891	2,31,401	...	...	...	5,356	—5,356	The figures of capital outlay in 1900 include the outlay on the Hyderabad-Rahoki section.	...	...
1892	16,31,813	33,206	—1,949	...	59,649	—61,598		29	105·37
1893	16,61,091	1,30,817	16,471	0·99	65,767	—49,296		43	87·41
1894	17,27,619	1,45,223	36,062	2·08	68,940	—32,878		47	75·17
1895	17,74,005	1,68,139	46,609	2·63	71,080	—24,471		55	72·28
1896	18,00,799	1,87,503	64,376	3·57	71,420	—7,044		61	65·67
1897	18,37,706	2,05,132	59,413	3·23	73,552	—14,139		67	71·04
1898	20,19,772	2,22,647	70,159	3·47	77,553	—7,394	The gain to the State in 1901 was due to the completion of the line which was previously only partially open.	73	68·40
1899	33,48,948	2,25,242	88,463	2·64	1,07,380	—18,917		74	60·73
1900	41,71,400	1,93,211	65,933	1·10	1,78,984	—1,13,051		65	65·93
1901	38,31,861	4,24,307	1,73,567	4·47	1,52,429	+21,138		66	59·09
1902	40,45,972	5,64,008	2,18,814	5·41	1,59,771	+59,043		78	56·59
1903	40,45,338	5,84,094	2,62,379	6·49	1,60,179	+1,02,200		91	55·08
1904	39,38,081	6,48,728	3,45,007	8·72	1,54,846	+1,90,161		101	46·82
1905	39,67,948	7,23,989	3,69,002	9·30	1,58,622	+2,10,380		112	49·03
1906	40,70,635	8,91,456	5,11,938	12·58	1,57,778	+3,54,160		138	42·57
1907	40,23,073	8,05,017	3,57,918	8·90	1,48,490	+2,09,428		125	55·54

17 (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge)—

The line will be 48 miles long. Its construction by a private company was sanctioned in 1907.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 18}}{\text{Sub-head (a)}}$. **MORVI RAILWAY** (3′ 3⅜″ and 2′ 6″ gauges)—

The 2′ 6″ gauge connection between Wadhwan and Rajkot by this railway has been converted to the 3′ 3⅜″ gauge from Wadhwan to Than Road, 31·34 miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi has been retained on the 2′ 6″ gauge.

Details of construction—

The line is 94·64 miles long, divided into the 3′ 3⅜″ gauge section (Wadhwan to Rajkot), 73·94 miles, and the 2′ 6″ gauge section (Vankaner to Morvi and a quarry siding), 20·70 miles. The construction of the 3′ 3⅜″ gauge section was sanctioned in 1902 and this section was opened in 1905. The construction of the 2′ 6″ gauge section was sanctioned in 1883 and it was opened in 1887.

Permanent-way.—The permanent-way on the 3′ 3⅜″ gauge section consists of 41½-lb. flat-footed steel rails on half round teak and creosoted pine sleepers; and that on the 2′ 6″ gauge section consists of 29-lb. flat-footed steel rails on creosoted pine sleepers.

Ballast.—The line is ballasted with moorum (disintegrated) trap.

Fencing.—The line is unfenced.

Curves.—The sharpest curve on the 3′ 3⅜″ gauge is of 950 feet radius; and that on the 2′ 6″ gauge is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 150 on both gauges.

Terms of contract—

The Morvi railway is owned by His Highness the Thakore Sahib of Morvi, and is under his control.

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open. (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1886	6,88,671	34,822	Not available.	...	30	103·23
1887	11,06,500	1,29,407	16,994	1·54	39	86·87
1888	11,77,842	1,62,087	21,984	1·87	46	86·44
1889	12,46,800	1,77,321	56,727	4·55	50	68·02
1890	20,25,863	2,95,227	87,550	4·32	60	70·34
1891	20,55,599	3,09,419	1,08,617	5·28	63	64·90
1892	24,04,519	3,09,171	1,30,370	6·19	63	57·83
1893	21,57,365	3,22,818	1,45,732	6·76	66	54·86
1894	22,23,526	3,20,248	1,42,667	6·42	65	55·46
1895	23,99,396	3,69,972	2,00,127	8·34	75	45·91
1896	28,82,315	3,86,883	1,81,621	7·62	79	53·06
1897	24,76,757	4,27,483	2,11,642	8·55	87	50·49
1898	24,79,448	3,76,220	1,63,990	6·61	77	56·41
1899	25,06,414	4,20,486	1,70,053	6·78	86	59·56
1900	27,28,115	4,23,808	1,58,794	5·82	87	62·49
1901	27,59,452	3,58,663	1,25,534	4·55	73	65·00
1902	27,32,748	3,05,058	1,13,299	4·14	62	62·86
1903	27,88,452	2,98,066	1,44,749	5·19	61	51·44
1904	34 06,196	3,54,636	1,88,909	5·55	73	46·73
1905	43,90,817	3,23,640	1,74,476	3·97	69	46·09
1906	44,90,459	3,07,560	1,59,584	3·55	62	48·11
1907	45,73,550	4,11,791	2,55,762	5·59	85	37·89

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—**

Chairman.—Sir Charles Turner, K.C.I.E.

Managing Director—Alexr. Izat, Esq., C.I.E., M.I.C.E.

Offices.—237 Gresham House, Old Broad Street, London, E.C.

Lines comprising the system.—The Rohilkund and Kumaon railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)	170·87	31·12	201·99
(*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)	237·04	...	237·04
(*c*) Powayan Light railway (2′ 6″ gauge)	39·50	...	39·50
Total	447·41	31·12	478·53

Running powers—

Home line over foreign line—

Miles.

Bhojeepura to Bareilly, Lucknow-Bareilly railway, for passenger and goods trains . . . . . 12·00

Foreign line over home line—

Bengal and North-Western, Daliganj to Aishbagh, for passenger and goods trains . . . . . 3·40

19 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the Rohilkund and Kumaon railway proper is 170·87 miles, made up of (1) main line, Bhojeepura to Kathgodam, 53·92 miles, (2) the Bareilly-Kasganj section, 63·95 miles and (3) Lalkua to Ramnagar, 53 miles.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (c)}}$ **ROHILKUND AND KUMAON RAILWAY**—*contd.*

19 (a) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—*contd.*

Details of construction—*contd.*

The main line was sanctioned for construction in 1882 and opened in 1884. The portion of the Bareilly-Kasganj section from Bareilly to Soron was sanctioned in 1903 and opened in 1906 and the portion from Soron to Kasganj was taken over from the Rajputana-Malwa railway in 1906.

There were 31·12 miles under construction.

Permanent-way.—The permanent-way consists of 50-lb. steel rails on sál, Australian and deodar sleepers.

Ballast.—The ballast consists of broken brick and shingle.

Fencing.—The line is partially fenced.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 70.

Terms of contracts—

The Rohilkund and Kumaon and Lucknow-Bareilly railways are worked under the following contracts :—

Contracts of—12th October 1882.—Rohilkund and Kumaon Railway Company's original contract.

8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly railway and the Company's line as one system. (Principal contract.)

31st December 1892.—Relating to advances of capital by Government.

5th February 1901.—Contract modifying the terms of the previous contracts.

24th April 1903.—Contract as to rate of exchange for purposes of contracts of 12th October 1882 and 8th September 1890.

15th July 1904.—Contract for construction of new branches and taking over a branch from Kasganj to Soron and other matters supplemental to contracts of 1882, 1890, 1901 and 1903.

The general conditions of the contracts are as follows :—

Government aid.—Company's section.—Government guaranteed interest at 4 per cent. in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on 31st December 1894. Land was provided free, subject to the condition that the Company pays on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.

Lucknow-Bareilly section.—The Company to raise £160,000 capital by debentures which Government guarantee as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 96,000. Land was provided free of charge.

Note.—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3½ per cent. per annum under the agreement dated the 5th February 1901.

Terms of contract.—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.

Currency of contracts.—

(1) *Rohilkund and Kumaon railway contract.*—Government may terminate the contract at the end of the 30th year (*i.e.*, on the 31st December 1912) or the 50th year (*i.e.*, on the 31st December 1932), by giving 12 months' notice. If the contract terminates by such notice or by efflux of time, Government have to pay 25 times the average net earnings, deducting the Government share of surplus profits during the 5 years preceding the termination. Government may also determine the contract at any time on six months' notice, if the Company fails to observe its obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment in which case the Company must remove its property within nine months from the termination of the contract, otherwise it becomes the property of the Government.

(2) *Lucknow-Bareilly railway.*—Government may determine the contract on the 31st December 1907, or on the 31st December of any subsequent year, by giving twelve months' notice. In the event, however, of the original contract, dated the 12th October 1882, terminating by efflux of time or under notice of purchase or notice of determination, this contract, *ipso facto*, also terminates at the same time. Government may also terminate the contract if the Company fails to observe its obligations after six months' notice. On determination of the contract Government resume possession of the State railway on payment to the Company of the amount of the capital received, or take over its liabilities with respect to such capital.

Power of Company to surrender contract.—Nil.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

19 (*a*) Rohilkund and Kumaon railway proper (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—*concld.*

Terms of working.—Company's section.—During the period that the Government are liable to pay interest, after deducting from the gross earnings the working expenses, (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), the surplus profits, after repayment of the guaranteed interest, go to the Company. Subsequently half the surplus profits, after 5 per cent. for the year (within a limit of £5,000 for each half-year) has been appropriated to the Company, are to be applied in repayment to Government of arrears of guaranteed interest and interest thereon. The other half and any ultimate surplus to belong to the Company. After the year ending 31st December 1897 Government to receive half the surplus profits in excess of 6 per cent.

Note.—It has been agreed that, in calculating the surplus profits for division, sums received by the Company as its share of the surplus profits of the Lucknow-Bareilly railway shall not be taken into account.

Lucknow-Bareilly section.—The working expenses of the system, (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), are divided between the Company's line and the State railway in proportion to their gross earnings, the profits of the State railway being applied (*i*) in meeting payment of interest on the debentures and of interest at 4 per cent. on any further capital supplied by the Company for the undertaking or advanced by Government; (*ii*) in payment to Government of interest at 4 per cent. on their capital in the undertaking; and (*iii*) the residue to be divided half-yearly between Government and the Company in the ratio of their respective shares of capital in the undertaking.

Any insufficiency of the profits to meet the charges under (*i*) that may be met by money supplied by Government shall be a cumulative preference charge against subsequent profits before division of residue.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	TABLE I.								TABLE II.	
Calendar year.	Total capital outlay to end of each year, *i. e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from Government.	Total income.	Percentage of total income on total capital outlay given in column (2).	REMARKS.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.			Rs.	
1884 .	19,40,266	56,543	1,734	0·09	...	1,734	0·09		51	95·16
1885 .	21,71,124	2,38,572	40,153	1·85	40,000	80,153	3·69		68	66·40
1886 .	22,52,962	3,00,191	83,832	3·72	40,000	1,23,832	5·50		86	58·75
1887 .	22,91,619	3,19,274	76,800	3·35	40,000	1,16,800	5·10		92	63·42
1888 .	23,40,100	3,34,092	1,02,120	4·36	40,000	1,42,120	6·07		96	57·46
1889 .	23,96,624	3,72,270	1,20,135	5·01	40,000	1,60,135	6·69		107	56·98
1890 .	20,37,223	3,14,884	1,11,003	5·45	40,000	1,51,003	7·41		90	52·04
1891 .	20,49,458	3,85,084	1,33,440	5·62	20,000	1,53,440	7·49		112	53·22
1892 .	20,58,575	5,20,567	1,57,780	6·82	40,000	1,97,780	9·61		127	54·17
1893 .	20,82,280	4,25,909	1,43,180	6·17	40,000	1,83,180	8·80		124	56·78
1894 .	20,80,440	4,59,315	1,75,191	7·16	40,000	2,15,191	10·34		134	52·91
1895 .	20,78,251	4,04,504	1,52,973	7·36	...	1,52,973	7·36		118	62·18
1896 .	20,79,863	4,26,905	1,54,595	7·43	...	1,54,595	7·43		125	63·79
1897 .	21,20,428	4,23,720	1,73,184	8·17	...	1,73,184	8·17	The decrease in	124	59·33
1898 .	21,42,552	4,62,302	2,21,899	10·36	...	2,21,899	10·36	net earnings in	135	52·24
1899 .	21,48,313	4,65,623	2,34,020	10·89	...	2,34,020	10·89	1905 is due to	136	49·74
1900 .	21,53,125	4,37,572	2,28,048	10·59	...	2,28,048	10·59	the heavy outlay on relaying	136	48·64
1901 .	22,09,423	3,84,314	2,09,896	9·50	...	2,09,896	9·50	the main line	112	45·38
1902 .	23,36,911	4,10,626	2,18,317	19·34	...	2,18,317	9·34	and in 1906 to	146	46·83
1903 .	25,89,790	4,13,147	2,20,405	8·51	...	2,20,405	8·51	the net earnings	121	46·65
1904 .	43,55,575	4,18,787	2,24,403	5·15	...	2,24,403	5·15	of the Bareilly-	122	46·41
1905 .	98,34,589	4,40,664	1,54,126	1·65	...	1,54,126	1·65	Soron extension having been credited to capital.	128	65·02
1906 .	1,16,53,319	8,03,607	1,79,124	1·54	...	1,79,124	1·54		124	54·56
1907 .	1,28,55,065	10,67,928	5,69,506	4·43	...	5,69,506	4·43		158	67·46

19 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—

Details of construction:—

The open mileage is 287·04 miles, and is divided into main line (Lucknow to Bareilly), 198·55 miles and branches, 88·49 miles. Sanction to the construction of the main line was accorded in 1884 and it was opened through in 1891.

Permanent-way.—The permanent-way consists of 41½-lb. and 50-lb. steel rails on sál sleepers.

Ballast.—The ballast consists of broken bricks, kunkur and shingle.

Fencing.—The line is partially fenced.

Curves.—There is only one curve with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100 except on the Dudhwa branch where it is 1 in 60.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

19 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—*concld.*

Terms of contracts—

See under Rohilkund and Kumaon railway proper, 19 (*a*).

Statistics of working—

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Per centage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Bareilly-Pilibhit, 3′ 3⅜″.		Lucknow-Sitapur-Seramau, 3′ 3⅜″.		Lucknow-Bareilly 3′ 3⅜″.	
								Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)	(3)	(4)	(5)	(6)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.				Rs.	
1883 . .	4,84,915	...	...	...	11,192	...	—11,192	...	...	...	...	...	...
1884 . .	13,43,699	10,289	839	0·06	36,572	...	—35,733	32	91·81	...	...	...	...
1885 . .	25,45,567	82,827	17,243	0·68	53,247	...	—36,004	44	83·79	...	...	...	...
1886 . .	42,16,146	1,15,296	28,729	0·68	1,48,570	...	—1,19,841	53	77·46	45	76·29	...	...
1887 . .	53,24,221	2,92,470	67,924	1·30	1,85,046	...	—1,17,122	52	71·47	46	73·49	...	...
1888 . .	52,82,870	3,52,827	99,031	1·87	2,03,503	...	—1,04,472	50	70·31	47	70·81	...	...
1889 . .	54,59,585	4,28,781	1,47,868	2·70	2,16,189	...	—68,321	59	66·15	59	65·10	...	...
1890 . .	65,33,824	4,56,738	1,32,338	2·02	2,30,699	...	—98,361	64	66·08	62	72·78	...	...
1891 . .	79,17,846	4,95,068	1,78,011	2·19	2,72,065	...	—89,054	...	...	...	...	56	65·05
1892 . .	81,66,804	6,82,836	2,74,601	3·36	3,07,651	10,636	—43,686	...	...	...	...	66	59·72
1893 . .	83,89,362	7,28,878	2,73,541	3·26	3,20,770	3,495	—56,724	...	...	...	...	67	62·29
1894 . .	85,93,058	9,72,269	4,48,218	5·22	3,45,323	1,153	+1,01,743	...	...	...	...	87	59·25
1895 . .	87,22,466	8,25,934	3,13,116	3·59	3,56,596	15,834	—59,314	...	...	...	...	74	61·90
1896 . .	89,63,620	8,27,599	3,02,071	3·37	3,48,885	13,415	—60,229	...	...	...	...	75	63·32
1897 . .	93,02,715	8,27,371	3,35,776	3·61	3,61,560	11,570	—37,344	...	...	...	...	69	50·42
1898 . .	94,90,476	10,34,088	5,00,200	5·27	3,64,852	68,058	+67,290	...	...	...	...	94	51·62
1899 . .	94,97,485	12,72,160	6,33,355	6·63	3,65,537	1,25,640	+ 1,42,178	...	...	...	...	114	50·21
1900 . .	99,21,432	12,58,801	6,51,957	6·57	3,73,097	1,34,915	+ 1,43,945	...	...	...	...	107	48·72
1901 . .	1,01,83,243	13,72,520	7,58,124	7·44	3,91,796	75,769	+ 2,90,559	...	...	...	...	123	44·76
1902 . .	1,12,96,019	14,53,329	7,69,568	6·81	4,23,528	67,704	+ 2,78,336	...	...	...	...	132	47·05
1903 . .	1,15,01,911	14,03,266	7,48,689	6·51	4,53,825	53,222	+ 2,41,642	...	...	...	...	126	46·65
1904 . .	1,17,14,505	14,98,120	7,97,671	6·81	4,48,328	61,426	+ 2,87,917	...	...	...	...	123	46·68
1905 . .	1,17,99,857	15,47,488	8,20,992	6·96	4,50,448	65,048	+ 3,05,496	...	...	...	...	138	46·95
1906 . .	1,20,09,658	16,55,250	8,36,782	6·97	4,57,588	65,252	+ 3,13,942	...	...	...	...	143	49·43
1907 . .	1,24,59,395	16,97,182	9,07,863	6·70	4,40,235	73,229	+ 3,94,399	...	...	...	...	149	46·51

19 (*c*) Powayan Light railway (2′ 6″ gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

Details of construction—

This line, which connects Shahjahanpur with Mailani, is 39·50 miles long. Its construction was first sanctioned in 1889 and it was opened through in 1894.

Permanent-way.—The permanent-way consists of flat-footed steel rails, weighing 25 lbs to the yard, laid on sál sleepers.

Ballast.—The line is ballasted with earth.

Fencing.—The line is unfenced except at Shahjahanpur station.

Curves.—There are no curves with a radius of less than 300 feet.

Gradients.—The line is not graded.

Terms of contracts—

The Powayan Light railway is worked under the following contracts:—

Contracts of—1st July 1901 (between the Secretary of State and the Powayan Light Railway Company) for maintenance and working.

6th November 1902 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to terms of working.

13th July 1906 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to provision of moneys for capital expenditure and acquisition by the Railway Company of interest in the Powayan Light Railway Company.

The general conditions of the contracts are as follows :—

Government aid.—Land.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number. $\frac{\text{Main head 19}}{\text{Sub-heads } (a) \text{ to } (c)}$ **ROHILKUND AND KUMAON RAILWAY SYSTEM—*concld.***

19 (*c*) Powayan Light railway (2′ 6″ gauge)—*concld.*

Terms of contracts—*concld.*

Currency of contract.—The contract is terminable on the 31st December 1932 or at any time thereafter on one year's notice being given by either party.

Terms of working.—The working agency is to retain 70 per cent. of the gross earnings until the line is fully equipped, and thereafter the same percentage as that at which the whole open system is worked, subject to a minimum of 60 per cent. The percentage so retained may include any single item of capital expenditure not exceeding Rs. 200, subject to a maximum charge of Rs. 20 per mile in each half-year.

Rates and fares.—The same rates and fares as may from time to time be applicable to the Lucknow-Bareilly railway.

Statistics of working.—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1901	8,41,038	66,862	20,059	2·39	33	70·00
1902	8,93,456	75,675	22,521	2·52	37	70·24
1903	8,94,619	71,815	28,482	3·18	35	60·34
1904	8,94,751	78,015	30,937	3·46	38	60·34
1905	8,94,751	92,614	36,707	4·10	45	60·37
1906	8,94,751	99,566	39,491	4·41	48	60·34
1907	8,94,751	87,302	34,626	3·87	42	60·34

Number $\frac{\text{Main head 20}}{\text{Sub-heads } (a) \text{ to } (f)}$. **SOUTH INDIAN RAILWAY SYSTEM—**

Chairman.—Sir Henry Kimber, Bart., M. P.

Managing Director.—Major-General J. Shaw-Stewart, R.E.

Offices.—55, Grace Church Street, London, E. C.

Lines comprising the system.—The South Indian railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) South Indian railway (3′ 3⅜″ gauge)	1,129·85	13·88	1,143·73
(*b*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)	14·65	...	14·65
(*c*) Pondicherry railway (2′ 3⅜″ gauge)	7·85	...	7·85
(*d*) Tanjore District Board railway (3′ 3⅜″ gauge)	103·36	...	103·36
(*e*) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)	50·48	...	50·48
(*f*) Tinnevelly-Quilon (Travancore) (Native state section) (3′ 3⅜″ gauge)	57·98	...	57·98
Total	1,364·17	13·88	1,378·05

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 20}{\text{Sub-heads } (a) \text{ to } (f)}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

20 (*a*) South Indian railway proper (3′ 3⅜″ gauge)—

Details of construction—

The total open mileage of the South Indian railway proper is 1,129·85 miles. This may be divided into (1) *Madras-Tuticorin section,* main line (Madras to Tuticorin), 446·80 miles; branches, 319·77 miles: (2) *Villupuram-Dharmavaram section,* main line (Villupuram to Dharmavaram), 279·18 miles; Gudur branch, 84·10 miles. First sanction to the construction of (1) was given in 1859 and it was opened through in 1879. (2) was sanctioned in 1888 and opened through in 1892.

In addition to the above there were 13·88 miles under construction or sanctioned for construction.

Permanent-way.—The rails in use are 50-lb. and 52-lb bull-headed steel, 56-lb. and 41½-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, Denham-Olpherts' cast iron, and wooden.

Ballast.—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

Fencing.—With the exception of the Villupuram-Dharmavaram and Pakala-Gudur sections and the Pamban branch which are fenced only at stations, the line is fenced.

Curves.—The sharpest curve is of 500 feet radius.

Gradients.—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Dharmavaram, Pakala-Gudur, Trichinopoly-Madura, and Karur-Erode sections where it is 1 in 100.

Terms of contracts—

The railway is worked under the following contracts:—

Contracts of—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working.

27th June 1901 (between the Secretary of State and the South Indian Railway Company) relating to the Pamban branch.

The general conditions of the contracts are as follows:—

Terms of contract.—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting between the Secretary of State and the Company were determined. The purchase price was £4,197,557.* The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock which is irredeemable. The present Company (practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further moneys required are provided either by the Secretary of State or raised by the Company under guarantee. Subject to the provision of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.

* Company's stock at date of purchase ... £3,208,280
Premium 989,277
4,197,557

Currency of contract.—Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it by giving six months' notice should the Company fail to observe its obligations or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract, Government are to take possession of the railway and all its appliances, repaying at par to the Company its capital of £1,000,000 and any further capital raised by it and paid to Government.

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government) the net receipts shall be applied in payment to Government of the equivalent in rupees of interest at 3 per cent. on £1,000,000, the Company's capital; at 4½ per cent. on £425,000, the irredeemable debenture stock of the old Company; at 3½ per cent. on the debenture stock issued and upon the principal moneys owing in respect of advances made for the Pamban branch; and 3 per cent. on the net expenditure shown by the capital advance, stores and capital accounts. After deducting the equivalent in rupees of the sums referred to above, the residue, if any, to be divided between Government and the Company in the ratio of the respective capital amounts contributed by each.

Rates and fares.—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads } (a) \text{ to } (f)}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

20(*a*) South Indian railway proper (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

TABLE I [INCLUDING THE TINNEVELLY-QUILON (TRAVANCORE) RAILWAY (BRITISH AND NATIVE STATE SECTIONS) UP TO 1904].

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.
1879	4,41,96,588	33,62,067	10,63,253	2·40	20,95,206	...	−10,31,953
1880	4,46,77,075	35,59,593	9,30,017	2·08	21,28,643	...	−11,98,626
1881	4,52,22,730	37,55,668	12,37,726	2·73	21,30,568	...	−8,92,842
1882	4,53,69,250	37,58,714	14,02,328	3·09	21,40,871	...	−7,38,543
1883	4,53,97,614	38,69,668	13,22,384	2·91	21,46,579	...	−8,24,195
1884	4,67,51,662	41,89,049	14,92,491	3·19	25,40,471	...	−10,47,980
1885	4,93,74,990	45,60,126	15,81,714	3·20	27,02,145	...	−11,20,431
1886	5,15,40,172	49,20,176	14,75,914	2·86	29,80,496	...	−15,04,582
1887	5,40,64,399	51,79,324	15,86,729	2·89	31,25,720	...	−15,38,991
1888	5,57,91,978	56,56,683	16,31,692	2·92	33,60,057	...	−17,48,365
1889	6,25,01,638	59,39,373	17,63,111	2·82	35,29,935	...	−17,66,824
1890	7,27,15,494	64,25,510	26,67,305	3·66	35,19,564	1,43,341	−9,95,600
1891	7,72,11,805	70,26,756	23,58,724	3·05	35,89,726	...	−12,31,012
1892	7,82,33,761	77,14,996	27,77,005	3·55	39,51,093	...	−11,74,088
1893	7,63,31,943	80,92,415	30,34,332	3·98	38,58,152	...	−8,23,820
1894	7,64,13,362	80,46,559	32,33,865	4·30	42,81,512	1,55,059	−11,33,006
1895	7,68,38,604	89,14,947	38,96,987	5·07	42,77,578	2,60,599	−6,41,190
1896	7,67,63,325	89,45,581	40,27,489	5·25	40,60,677	2,86,156	−3,19,344
1897	7,66,46,858	91,81,409	42,96,757	5·61	38,76,142	3,37,792	+82,823
1898	7,45,26,344	84,67,581	38,35,527	5·15	37,49,581	2,66,004	−1,79,998
1899	7,54,25,280	84,74,462	39,33,540	5·23	36,39,891	3,01,776	+41,873
1900	7,77,90,997	89,04,825	43,97,916	5·65	36,77,879	3,68,699	+3,51,338
1901	8,54,49,411	1,01,44,857	54,15,176	6·34	37,23,736	5,43,890	+11,47,550
1902	9,25,79,084	1,05,82,282	57,14,254	6·17	39,64,397	5,01,763	+12,48,124
1903	9,71,09,682	1,23,82,517	73,77,644	7·60	40,28,068	7,89,547	+25,60,029
1904	10,01,55,636	1,23,18,085	71,16,981	7·11	45,90,992	7,16,725	+18,09,264
1905	8,82,95,191	1,29,34,476	65,77,880	7·62	27,08,867	6,90,603	+32,37,660
1906	8,91,97,605	1,32,75,295	58,92,976	6·62	27,89,511	4,94,281	+26,09,184
1907	9,06,35,408	1,41,19,421	71,69,813	7·91	28,45,583	6,71,818	+36,52,412

TABLE II (INCLUDING THE PONDICHERRY RAILWAY UP TO 1904).

Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings	Calendar year.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)
	Rs.			Rs.	
1861	77	47·45	1887	148	68·29
1862	61	44·43	1888	159	68·98
1863	74	44·60	1889	167	70·11
1864	69	57·55	1890	161	57·50
1865	79	49·53	1891	154	65·47
1866	106	49·28	1892	137	63·01
1867	86	49·66	1893	149	61·25
1868	90	48·64	1894	148	58·99
1869	84	64·44	1895	165	56·18
1870	84	62·40	1896	165	54·89
1871	84	55·61	1897	170	53·01
1872	87	56·87	1898	157	54·50
1873	120	49·99	1899	159	52·41
1874	101	60·81	1900	166	50·27
1875	96	48·16	1901	188	46·17
1876	90	53·27	1902	189	45·90
1877	107	50·88	1903	203	39·99
1878	102	66·65	1904	214	44·25
1879	105	68·38	1905	221	49·51
1880	106	75·87	1906	227	55·61
			1907	240	49·22
1881	109	67·04			
1882	109	62·69			
1883	112	65·83			
1884	122	64·18			
1885	132	65·12			
1886	143	69·78			

[Note.—With effect from the 1st January 1908 the Jalarpet-Mangalore section of the Madras railway and its branches were taken over by the South Indian Railway Company, who from the same date made over to the amalgamated Madras and Southern Mahratta Railway Company their metre gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur and obtained running powers over the Madras-Bangalore section.]

20 (*b*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)—

The line is partly in British and partly in French territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Details of construction—

The line is 14·65 miles long. Its construction was sanctioned in 1895 and it was opened in 1898.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on wooden and steel transverse sleepers.

Ballast.—The line is ballasted with laterite.

Fencing.—The line is fenced only at stations.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 200.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads (a) to (f)}}$ · **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

20(*b*) Karaikkal-Peralam railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—

The railway is worked under the following contract :—

Contract of—27th March 1902 (between the Government of the French Settlements in India and the South Indian Railway Company) for working.

The general conditions of the contract are as follows :—

Government aid.—The land occupied by the portion in British territory has been made over by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

Currency of contract.—The contract is terminable by either party giving twelve months' notice to expire on the 30th June or 31st December in any year.

Terms of working.—The line is worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, *plus* 5 per cent. of the gross receipts of the line for the use of the main line rolling-stock and Rs. 1,500 per annum for interest on the main line revenue stores and stores and workshop buildings and machinery. If, at any time, the Company can show that the working of the railway involves an actual loss on the percentage term, the Government of the French Settlements in India have to make good the loss.

Rates and fares.—Same as on the South Indian railway.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1895	4,759	...	...	...	...	...
1896	59,009	...	...	...	...	...
1897	5,93,082	...	...	...	...	...
1898	7,21,665	19,733	7,855	1·09	27	60·19
1899	7,25,344	27,685	9,037	1·25	37	67·36
1900	7,29,715	24,608	9,478	1·30	32	61·48
1901	7,23,786	30,450	13,314	1·84	40	56·28
1902	7,23,786	32,736	14,619	2·02	43	55·34
1903	7,23,786	38,933	19,864	2·74	51	48·98
1904	7,23,786	36,945	—29,432	...	48	179·66
1905	7,23,786	36,922	4,406	0·61	48	88·07
1906	7,23,786	39,035	—4,420	...	51	111·32
1907	7,23,786	41,108	9,408	1·30	54	77·11

20(*c*) Pondicherry railway (3′ 3⅜″ gauge)—

The line is in French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian railway) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.

Details of construction—

The line is 7·85 miles long. Its construction was sanctioned in 1878 and it was opened in 1879.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers and with 41¼-lb. flat-footed steel rails on wooden sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is fenced.

Curves.—The sharpest curve is of 495 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked under the following contract :—

Contract of—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.

The general conditions of the contract are as follows :—

Currency of contract.—The contract will be terminable by either party on giving 12 months' notice expiring on the 31st December in any year.

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking including the Pondicherry railway.

Rates and fares.—Same as on the South Indian railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 20}}{\text{Sub-heads } (a) \text{ to } (f)}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

20 (*c*) Pondicherry railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Table I. Gross earnings.	Table I. Net earnings.	Table I. Percentage of net earnings on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Table II. Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1879 to 1889	Rs. Information	Rs. not available.	Rs.		Rs.	
1890	5,68,543	...	...	...		
1891	5,68,543	20,106	20,107	3·54		
1892	5,68,543	15,341	15,341	2·70		
1893	5,68,543	18,014	18,014	3·17		
1894	5,68,543	27,958	18,425	3·24		
1895	5,68,543	50,328	22,711	3·99		
1896	5,68,543	39,681	17,776	3·13		
1897	5,68,543	36,592	17,109	3·02	Included with Indian railway	the South proper.
1898	5,68,543	31,880	14,394	2·53		
1899	5,68,543	45,305	21,627	3·80		
1900	5,68,543	59,583	23,193	4·08		
1901	5,68,543	60,174	32,366	5·69		
1902	5,68,543	79,478	37,980	6·68		
1903	5,68,543	73,416	44,258	7·78		
1904	5,68,543	60,119	33,662	5·92		
1905	5,68,543	58,414	29,827	5·23	143	48·94
1906	5,68,543	55,026	24,536	4·32	135	55·41
1907	5,68,543	66,210	33,966	5·97	162	42·70

20 (*d*) Tanjore District Board railway (3′ 3⅜″ gauge)—

This railway was constructed by the agency of the South Indian Railway Company, and the money for the railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District Board, of a special cess of 3 pies in the rupee on all lands which would be served by the railway, or benefited by its construction. It was entirely a new departure, and has opened the way for the provision of railways, for which Government are unable to find the money immediately, when the District Board has raised sufficient capital from its cess.

Details of construction—

The open mileage (Mayavaram to Arantangi), including the quarry branch, is 103·36 miles. Construction was first sanctioned in 1890 and the line was opened through in 1903.

Permanent-way.—The line is laid with first class 41¼-lb. flat-footed steel and 40·3-lb. flat-footed second class iron rails on sâl, pyinkado, west coast teak and jarrah sleepers.

Ballast.—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi section is being ballasted with laterite over sand.

Fencing.—The line is fenced only at stations.

Curves.—The sharpest curve is of 1,146 feet radius.

Gradients.—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 160.

Terms of contract—

The railway is worked under the following contract:—

Contract of—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—Land was provided free of cost.

Terms of contract.—The funds for the Mayavaram-Mutupet section were in the first instance provided in equal proportions by the Government of Madras from Provincial revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900 the Tanjore District Board took over the Government section and became sole owners—the purchase money, Rs. 12,34,720, being treated as a loan at 4 per cent. per annum. The extension of the line was carried out by the South Indian Railway Company at the cost of the Tanjore District Board.

Currency of contract.—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on 12 months' notice, by assuming liability for any debentures which the District Board may have issued and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R. C., dated 5th March 1898).

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 20}{\text{Sub-heads } (a) \text{ to } (f)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

20 (*d*) Tanjore District Board railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of working.—The line is worked for the same percentage of gross receipts as obtains on the undertaking (which percentage shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), *plus* 5 per cent. of the gross receipts of the line for use of rolling-stock.

Rates and fares.—To be agreed upon from time to time between Government and the Company within the maxima and minima in force on the undertaking.

Statistics of working—

	Table I.						Table II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1890	61,509	...	...	...	1,230	—1,230	...	...
1891	4,32,149	...	...	...	10,573	—10,573	...	...
1892	13,84,423	...	...	...	37,331	—37,331	...	...
1893	21,62,957	...	...	...	70,947	—70,947	...	...
1894	28,79,123	1,63,460	62,942	2·65	1,00,701	—37,759	103	61·50
1895	24,47,438	2,42,024	93,669	3 83	95,700	—2,031	86	61·30
1896	24,49,680	2,47,772	99,361	4·06	97,861	+1,500	88	59·90
1897	24,91,854	2,66,681	1,11,496	4·47	99,159	+12,337	95	58·10
1898	24,94,905	2,46,199	77,627	3·11	99,843	—22,216	88	68·47
1899	24,97,355	2,42,061	96,798	3·88	99,845	—3,047	86	60·01
1900	26,50,776	2,32,280	97,732	3·69	1,02,784	—4,952	83	32·02
1901	32,17,511	2,90,637	1,35,765	4·22	1,38,841	—3,076	103	53·29
1902	38,18,202	3,08,879	1,46,764	3·84	1,91,711	—44,947	103	52·48
1903	45,70,190	3,90,747	2,09,167	4·58	1,97,476	+11,691	106	46·47
1904	46,32,763	5,24,490	2,61,364	5·64	2,25,868	+35,496	101	50·17
1905	47,33,090	5,36,680	2,65,302	5·61	2,42,754	+22,548	113	54·78
1906	47,98,375	6,01,066	2,32,833	4·85	2,34,646	—1,813	116	61·26
1907	47,86,554	6,33,181	2,36,169	5·98	2,07,676	+78,493	118	54·80

20 (*e*) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)—

Details of construction—

The line is 50·48 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot-sleepers.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced at stations, and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 1,432·5 feet radius.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Travancore branch is worked under the following contract :—

Contract of—27th June 1901 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—Government guarantee interest at 3¼ and 3½ per cent. on the debentures to be raised by the South Indian Railway Company for the construction of the line.

Currency of contract.—The contract will remain in force until the principal contract for working the undertaking shall terminate.

Terms of working.—The branch is to be worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, subject to maintenance for the first two years after opening being charged to capital. After meeting interest charges, the residue of net earnings to be divided between the Secretary of State and the Company in the proportions in which the residue of net revenue receipts of the undertaking are divisible under the principal contract. If the net earnings are not sufficient to meet interest charges of any half-year, the deficiency attributable to the section of railway within the Native State of Travancore to be borne by the Secretary of State, and that attributable to the section of railway outside the Native State to be borne by the Secretary of State and the Company in the proportions in which the residue of such net revenue receipts would have been divisible between them, had there been any such residue.

As between Government and the Native State of Travancore the latter has under-written the guarantee of interest to the extent of the capital required for the construction of the line lying in its State, any excess of net earnings over interest charges attributable thereto being made over to and any deficiency being met by the Native State.

Rates and fares.—Same as on the South Indian railway.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 20}}{\text{Sub-head } (a) \text{ to } (f)}$ **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

20 (*e*) Tinnevelly-Quilon (Travancore) (British section) (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

TABLE I.

Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.		Gross earnings.	Net earnings.		Percentage of net earnings on total capital outlay given in columns (2) and (3).		Interest charges.		Gain or loss *pertaining to each calendar year.*			TABLE II. (Including the Native State section.)	
										British section.				
	British section.	Native State section.		British section.	Native State section.	British section.	Native State section.	British section.	Native State section.	South Indian Railway Company.	State.	Native State section.	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(1)	(2)
	Rs.	Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1902	included with the South Indian railway proper					...	...	...	...	...	...	...	81	44·24
1903													101	41·18
1904													85	51·04
1905	43,40,925	1,17,84,077	4,86,757	68,344	1,80,963	1·57	1·54	1,49,273	3,99,750	—13,234	—67,695	—2,18,787	86	48·78
1906	43,62,235	1,18,26,747	4,97,643	61,824	1,60,655	1·42	1·36	1,49,700	3,98,825	—13,989	—73,937	—2,39,270	88	55·29
1907	43,86,035	1,18,07,091	5,97,098	84,209	2,20,652	1·92	1·87	1,50,801	3,98,773	—10,269	—55,823	—1,78,121	106	48·94

20 (*f*) Tinnevelly-Quilon (Travancore) (Native State section) (3′ 3⅜″ gauge)—

Details of construction—

The Native State section is 57·93 miles long. Its construction was sanctioned in 1899 and it was opened through in 1904.

Permanent-way.—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24·56 miles, between Ponalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

Ballast.—The line is ballasted throughout with broken stone.

Fencing.—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

Curves.—The sharpest curve is of 477 feet radius.

Gradients.—The ruling gradient between Quilon and Ponalur is 1 in 100 and between Ponalur and Shencottah 1 in 50.

Terms of contract—

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) (British section) [20 (*e*)].

Statistics of working—

See under British section [20 (*e*)].

Number $\frac{\text{Main head 21}}{\text{Sub-heads } (a) \text{ to } (m)}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—**

Chairman.—Colonel Sir William S. S. Bisset, R.E., K.C.I.E.

Secretary.—E. Z. Thornton, Esq.

Offices.—46, Queen Anne's Gate, S. W.

Lines comprising the system.—The Southern Mahratta railway system is made up of—

	Open line.	Under construction or sanctioned for construction.	Total.
	Miles.	Miles.	Miles.
(*a*) Southern Mahratta railway (3′ 3⅜″ gauge)	1,042·91	...	1,042·91
(*b*) Bellary-Rayadrug railway (3′ 3⅜″ gauge)	33·35	...	33·35
(*c*) Birur-Shimoga railway (3′ 3⅜″ gauge)	37·92	...	37·92
(*d*) Guntakal-Mysore frontier railway (3′ 3⅜″ gauge)	119·50	...	119·50
(*e*) Hindupur (Yesvantpur-Mysore frontier) railway (3′ 3⅜″ gauge)	51·35	...	51·35
(*f*) Hospet-Kottur railway (3′ 3⅜″ gauge)	48·03	...	48·03
(*g*) Kolhapur railway (3′ 3⅜″ gauge)	29·27	...	29·27
(*h*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)	15·80	...	15·80
(*i*) Mysore section (Southern Mahratta) (3′ 3⅜″ gauge)	296·22	...	296·22
(*j*) Sangli railway (3′ 3⅜″ gauge)	4·90	...	4·90
(*k*) West of India Portuguese railway (3′ 3⅜″ gauge)	51·10	...	51·10
(*l*) *Bezwada-Masulipatam railway (3′ 3⅜″ gauge).*	...	49·47	49·47
(*m*) *Dhone-Kurnool railway (3′ 3⅜″ gauge)*	...	32·00	32·00
Total	1,730·35	81·47	1,811·82

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

Running powers—

Home line over foreign line—

Tadepalli to Bezwada, Madras railway (North-East line) for passenger and goods trains	2·97

21 (*a*) Southern Mahratta railway proper (3′ 3⅜″ gauge)—

Details of construction—

The open mileage of the Southern Mahratta railway proper is 1,042·91 miles. This may be divided into (1) main line (Portuguese frontier to Tadepalli) 509·97 miles, and (2) branches, 532·94 miles. Construction was first sanctioned in 1879 and the main line was opened through in 1890.

Permanent-way.—The rails in use are of 41½-lb., 50-lb. and 62-lb. flat-footed steel. The sleepers are teak, jamba and steel trough.

Ballast.—The line is ballasted throughout the main line and Poona branch with stone, gravel and sand; the Harihar branch with stone, and the Bijapur branch with stone and gravel.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve on the main line is of 603 feet radius. The sharpest curve on the Poona branch is of 600 feet radius.

Gradients.—The ruling gradient is 1 in 100, except on the Ghats, between miles 0 and 3 on the main line, where the gradient is 1 in 40.

Terms of contracts—

The Southern Mahratta railway is worked under the following contracts:—

Contract of—1st June 1882.—Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

The general conditions of the contracts are as follows:—

Government aid.—Interest in sterling on share capital at 3½ per cent. is guaranteed, and an additional ½ per cent. until 31st December 1890.

Terms of contract.—The contract provides that the Company raise £5,000,000, and that any further money required shall be supplied by the Secretary of State.

Currency of contract.—The contract is current for a period of 50 years. Government may however determine the contract after 25, 35 or 45 years (*i.e.*, on 30th June 1907, 30th June 1917, or 30th June 1927), on one year's previous notice; or on six months' notice given at any time if the Company fails to observe its obligations, or the line is worked at a loss for three consecutive half-years. Upon determination of the contract by efflux of time or by notice Government have to repay to the Company the amount of the par value of the share capital paid to Government.

NOTE.—On the 21st June 1906 the Secretary of State for India gave notice of his intention to determine on the 30th June 1907, the contract of the 1st June 1882 and all contracts supplemental thereto. But he has since permitted the Company to continue the working as at present up to 30th June 1908.

Power of Company to surrender contracts.—The Company may determine the contracts on the 30th June in any year by giving one year's previous notice.

Terms of working.—Up to the 31st December 1890 after deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 23,000 in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision), the net receipts belonged to Government, unless one-fourth part of the same exceeded the extra guarantee of ½ per cent., in which case the amount of the excess was payable to the Company. After 31st December 1890 three-fourths of the net receipts are paid to Government and one-fourth to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

21(*a*) Southern Mahratta railway proper (5′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits (based on terms of contract) *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1884	2,77,07,721	2,13,059	—18,131	...	14,77,196	...	—14,95,327	50	108·51
1885	3,63,00,076	8,66,226	1,40,238	0·38	19,81,340	...	—18,41,102	63	83·80
1886	6,15,07,620	16,34,918	4,88,392	0·79	26,43,220	...	—21,54,828	92	69·88
1887	7,87,73,165	30,32,417	10,03,624	1·27	34,64,086	38,021	—24,98,483	87	66·01
1888	8,68,34,288	38,38,616	8,85,493	1·01	31,89,505	...	—23,04,012	86	75·70
1889	9,16,52,133	40,31,804	9,61,618	1·04	32,91,520	36,381	—23,66,283	88	76·15
1890	9,52,35,016	44,71,095	9,14,664	0·98	31,39,444	19,618	—22,44,398	85	78·19
1891	9,42,66,041	47,60,567	16,29,919	1·72	35,89,351	4,03,553	—23,63,485	88	65·76
1892	9,61,10,671	44,33,107	13,47,999	1·40	31,85,511	3,48,637	—21,81,149	82	68·69
1893	9,45,71,662	57,29,918	23,16,567	2·45	35,42,479	5,78,524	—18,04,436	106	59·60
1894	9,51,44,496	58,50,542	20,18,567	2·12	45,87,598	5,03,451	—30,72,482	108	65·44
1895	9,56,02,591	64,68,011	25,88,948	2·71	46,80,290	6,45,833	—27,37,175	119	59·65
1896	9,60,94,788	67,12,230	29,11,959	3·03	44,45,740	7,27,014	—22,60,795	124	56·59
1897	9,67,12,838	64,92,310	27,82,625	2·88	42,62,886	6,94,802	—21,75,063	119	56·96
1898	9,74,67,550	50,61,871	15,02,414	1·54	41,10,275	3,78,880	—29,81,741	93	70·32
1899	9,78,60,569	58,70,616	18,95,002	1·94	40,10,557	4,75,789	—25,91,344	108	67·72
1900	9,82,62,274	64,06,526	22,83,366	2·32	40,62,119	5,70,022	—22,88,775	119	64·69
1901	9,84,64,113	58,29,471	17,31,134	1·75	40,42,851	4,32,740	—27,44,457	107	70·30
1902	9,85,18,731	64,59,086	23,09,903	2·34	40,79,645	5,81,018	—23,50,755	119	64·24
1903	9,88,51,177	66,72,302	25,50,721	2·58	40,94,983	6,37,269	—21,81,471	123	61·77
1904	9,91,38,695	73,48,453	26,97,732	2·72	41,08,930	6,75,478	—20,86,634	135	63·29
1905	10,13,29,322	76,67,700	30,16,473	2·98	41,37,632	7,54,629	—18,75,788	141	60·66
1906	10,16,96,345	82,82,914	33,10,570	3·26	42,08,005	8,27,602	—17,25,037	152	60·03
1907	10,28,68,876	90,38,368	36,41,576	3·54	40,62,881	9,09,541	—13,30,846	166	59·71

[NOTE.—With effect from the 1st January 1908 the Southern Mahratta Railway Company took over the existing Madras railway system (with the exception of the Jalarpet-Mangalore section and its branches) and the Katpadi-Dharmavaram and Pakala-Gudur sections of the South Indian railway, the enlarged Company being styled the Madras and Southern Mahratta Railway Company. As, however, the contract of the Southern Mahratta Railway Company does not fall in till 30th June 1908 the lines taken over will be worked as State lines up to that date.]

21(*b*) Bellary-Rayadrug railway (3′ 3⅜″ gauge)—

The construction of the Bellary-Rayadrug railway by the agency of the Southern Mahratta Railway Company was sanctioned with the object of increasing facilities for distributing food to the population in the Madras Presidency and of lessening the difficulties and troubles incidental to the periods of scarcity.

Details of construction—

The line is 33·35 miles long. It was sanctioned in 1902 and opened in 1905.

Permanent-way.—The permanent-way consists chiefly of flat-footed steel rails, weighing between 41¼ and 39 lbs. per yard, laid on teak, jamba and Australian eucalyptus sleepers.

Ballast.—The ballast consists of broken stone, sand and moorum.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 573 feet radius.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The line is worked under an agreement (between the Secretary of State and the Southern Mahratta Railway Company) sanctioned under Government of India, Public Works Department (Railways) No. 1144 R. T., dated the 20th December 1904.

The general conditions of the agreement are as follows :—

Government aid.—The line is the property of Government.

Currency of agreement.—The agreement is terminable at the close of any calendar half-year on twelve months' notice being given by either party.

Terms of working.—Actual cost with a lump sum charge of 11¼ annas per train-mile for locomotive and carriage and wagon expenses and for traffic expenses connected with subordinate superintendence, train staff, lighting and general stores, clothing, printing, stationery and tickets.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 21}{\text{Sub-heads } (a) \text{ to } (m)}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

21(*b*) Bellary-Rayadrug railway (3′ 3⅜″ gauge)—*concld.*

Statistics of working—

Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905	7,70,179	17,040	—2,864	...	14,102	—16,966	19	116·81
1906	7,78,472	37,968	2,535	0·33	26,771	—24,236	23	93·32
1907	7,77,619	41,057	6,014	0·77	24,899	—18,885	24	88·35

21 (*c*) Birur-Shimoga railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 37·92 miles long. Its construction was sanctioned in 1896 and it was opened in 1899.

Permanent-way.—The permanent-way consists of 41¼-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—The sharpest curve is of 1,500 feet radius.

Gradients.—The ruling gradient is 1 in 89.

Terms of contract—

The Hindupur and Birur-Shimoga railways are worked under the following contract :—

Contract of—2nd December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—The lines are the property of the Mysore State.

Currency of contract.—Either party may determine the contract, on giving twelve months' notice, on the 31st December 1904, or on the 1st January or 1st July in any year thereafter. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the contract the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway, at a valuation.

Terms of working.—The working expenses of the system, excluding expenditure on new minor works, are divided between these railways and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Mysore Durbar.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

Table I.					Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1896	2,90,226	...	...	...	...	...
1897	6,27,264	...	...	...	...	...
1898	15,70,059	...	...	...	...	...
1899	20,85,475	6,186	1,881	0·09	37	69·59
1900	22,94,257	66,227	24,219	1·06	34	63·43
1901	24,01,388	62,058	16,093	0·71	31	72·62
1902	24,05,667	64,406	23,357	0·97	33	63·83
1903	24,07,802	61,520	24,206	1·01	31	60·65
1904	24,06,391	68,224	24,624	1·02	35	63·90
1905	23,93,343	80,572	31,102	1·30	41	61·45
1906	23,94,973	1,11,176	44,988	1·88	56	59·53
1907	23,94,973	1,36,926	57,159	2·39	69	58·26

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

21(*d*) Guntakal-Mysore frontier railway (3' 3⅜" gauge)—

Details of construction—

The line is 119·50 miles long. Its construction was sanctioned in 1889 and it was opened in 1893.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on steel trough sleepers.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 600 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Guntakal-Mysore frontier railway is worked under the following contract:—

Contract of—21st August 1898 (between the Secretary of State and the Southern Mahratta Railway Company) for construction and working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of Government.

Currency of contract.—The same as in the case of the Southern Mahratta railway.

Power of Company to surrender contract.—The same as in the case of the Southern Mahratta railway.

Terms of working.—The working expenses of the entire system of railways worked by the Company (including this railway), exclusive of Government supervision charges of the Southern Mahratta railway and the Mysore section, are divided between this railway and the other railways worked in proportion to their gross receipts. This railway's share of the working expenses is retained from its gross receipts. The residue is paid to Government.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

	Table I.						Table II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1893	58,39,206	1,97,374	78,955	1·35	4,67,933	—3,88,978	38	60·00
1894	58,58,414	3,68,951	1,27,874	2·18	2,34,529	—1,06,655	59	65·34
1895	58,71,739	4,39,329	1,81,657	3·09	2,34,639	—52,982	71	58·65
1896	59,00,158	4,80,992	2,10,690	3·57	2,35,666	—24,976	77	56·20
1897	59,02,498	6,38,278	2,75,983	4·68	2,36,000	+39,983	103	56·76
1898	58,98,866	4,25,702	1,32,471	2·25	2,36,026	—1,03,555	69	68·88
1899	58,98,608	3,84,829	1,28,459	2·18	2,35,996	—1,07,537	62	66·62
1900	59,00,046	4,36,116	1,57,837	2·68	2,35,960	—78,123	70	63·81
1901	59,02,583	4,47,313	1,36,659	2·32	2,36,115	—99,456	72	69·45
1902	59,04,714	4,73,972	1,74,320	2·95	2,36,107	—61,787	76	63·22
1903	58,07,192	4,36,481	1,97,075	3·34	2,36,227	—39,152	80	60·31
1904	59,14,170	7,54,378	2,73,379	4·63	2,36,372	+37,507	121	63·69
1905	59,21,993	8,07,574	3,34,829	5·65	2,36,752	+98,077	130	58·55
1906	59,24,987	8,81,386	3,61,350	6·10	2,36,895	+1,24,455	142	59·00
1907	59,29,249	7,90,009	3,44,217	5·81	1,78,711	+1,65,506	127	56·43

21(*e*) Hindupur (Yesvantpur-Mysore frontier) railway (3' 3⅜" gauge)—

Details of construction—

The line is 51·35 miles long. Its construction was sanctioned in 1890 and it was opened in 1893.

Permanent-way.—The rails on the ghat section are 50-lb. flat-footed steel, State railway type, and 41½-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

Ballast.—The line is ballasted throughout with stone.

Fencing.—The line is fenced throughout.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghat section.

Terms of contract.—See under Birur-Shimoga railway, 21 (*c*).

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

21 (*e*) Hindupur (Yesvantpur-Mysore frontier) railway (5′ 3⅜″ gauge)—*concld.*

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1892	24,41,741	...	...	...	...	...
1893	24,46,186	57,635	22,708	0·93	38	60·60
1894	24,34,999	1,61,704	58,504	2·32	61	65·06
1895	24,19,698	1,92,159	79,886	3·30	72	58·43
1896	23,94,762	2,23,600	99,592	4·16	84	55·50
1897	24,79,210	2,69,527	1,18,358	4·77	101	56·09
1898	24,98,316	1,80,081	56,430	2·26	67	68·68
1899	24,98,182	1,49,363	50,528	2·02	56	66·17
1900	24,98,047	1,88,183	67,135	2·69	70	64·32
1901	24,94,729	1,97,798	60,724	2·43	74	69·30
1902	24,97,811	2,13,486	77,908	3·12	80	63·51
1903	24,97,206	2,4[illegible]675	96,159	3·85	91	60·33
1904	24,98,842	3,07,923	1[illegible]3, 15	5·37	128	63·66
1905	24,88,944	3,73,993	1,54,·72	6·22	140	58·59
1906	25,00,014	4,03,396	1,63,783	6·55	151	59·40
1907	25,00,014	3,53,710	1,55,486	6·22	132	56·04

21(*f*) Hospet-Kottur railway (3′ 3⅜″ gauge)—

The same remarks apply to this railway as are made against the Bellary-Rayadrug railway, 21 (*b*).

Details of construction—

The line is 48·03 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on pine, jamba and teak sleepers.

Ballast.—The line is being ballasted with gravel, stone and sand.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 575 feet radius.

Gradients.—The ruling gradient is 1 in 60.

Terms of contract—

The same as apply to the Bellary-Rayadrug railway, 21 (*b*).

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Interest. (6)	Gain or loss to the State *pertaining to each calendar year.* (7)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1905	13,81,630	29,230	—6,975	...	48,242	—55,217	17	123·86
1906	14,65,516	51,892	2,508	0·17	52,442	—49,934	23	95·17
1907	15,13,925	44,303	—5,280	...	46,283	—51,563	18	111·92

21(*g*) Kolhapur railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 29·27 miles long. Its construction was sanctioned in 1888 and it was opened in 1891.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails on steel trough sleepers.

Ballast.—The line is ballasted throughout with gravel and sand.

Fencing.—The line is unfenced except for a very short length.

Curves.—There are no curves with a radius of less than 1,000 feet.

Gradients.—The ruling gradient is 1 in 100.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

21 (*g*) Kolhapur railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—

The Kolhapur railway is worked under the following contract:—

Contract of—17th July 1891 (between the Kolhapur Durbar and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the Kolhapur State.

Currency of contract.—The contract may be terminated by either party on six months' notice.

Terms of working.—The working expenses of the system, excluding Government supervision charges and new minor works, are divided between this railway and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Kolhapur Durbar.

Rates and fares.—The same as in force on the Southern Mahratta railway.

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1889	18,59,602	...	...	...	...	...
1890	21,37,689	...	...	...	...	...
1891	22,16,183	58,381	20,866	0·90	60	64·26
1892	23,81,946	90,794	29,182	1·23	55	67·72
1893	23,21,687	1,88,093	49,991	2·15	78	57·67
1894	23,05,817	1,23,380	43,632	1·89	82	64·64
1895	23,69,206	1,21,147	51,006	2·15	80	57·90
1896	23,05,912	1,21,655	54,905	2·38	80	55·36
1897	23,24,837	94,630	41,931	1·80	63	55·68
1898	23,24,807	78,271	24,261	1·04	52	69·08
1899	23,24,807	99,105	33,956	1·46	66	65·74
1900	23,24,807	1,24,215	41,875	1·80	82	63·87
1901	23,24,807	1,14,114	35,750	1·54	75	68·67
1902	23,25,587	1,23,918	46,407	2·00	81	62·55
1903	23,26,186	1,21,957	48,053	2·07	80	60·69
1904	23,26,251	1,41,676	53,228	2·29	93	62·43
1905	23,26,251	1,70,494	69,432	2·98	112	59·25
1906	23,26,251	1,76,224	71 811	3·09	116	59·25
1907	23,26,251	1,81,883	77,240	3·32	119	57·54

21(*h*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—

Details of construction—

The line is 15·80 miles long. It was opened in 1891.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve has a radius of 700 feet.

Gradients.—The ruling gradient is 1 in 100.

Terms of contract—

The Mysore-Nanjangud railway is worked under the following contract:—

Contract of—14th December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working.

The general conditions of the contract are as follows:—

Government aid.—The line is the property of the Mysore State.

Currency of contract.—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, this agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination the Company makes over to the Mysore Government the railway and works and pays to that Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. If mutually agreed upon, the working stores to be taken over by the Mysore Government at a valuation.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

21 (*h*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of working.—After deduction of expenditure on new minor works, which is debited to each railway direct, from the total working expenses of the Company's railway system, the balance is divided between this railway and the other railways comprised in the Company's system in the proportion which the gross receipts of this railway bear to the gross receipts of such other railways, and the sum so ascertained, together with any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000, but not exceeding Rs. 2,000, classed as a 'Minor work' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year, representing the working expenses of this railway, is retained by the Company, and the residue paid to the Mysore Government.

Rates and fares.—To be fixed by the Company with the approval of Government.

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1892	5,92,414	16,478	6,168	1·03	21	62·60
1893	6,18,551	33,812	14,001	2·26	43	58·59
1894	6,68,095	37,448	12,866	2·13	47	65·65
1895	6,09,212	39,100	16,432	2·69	49	57·98
1896	6,09,681	39,322	17,125	2·81	50	56·45
1897	6,34,764	33,497	14,265	2·25	42	57·41
1898	6,43,821	31,493	10,124	1·57	40	67·85
1899	6,46,051	16,810	5,671	0·88	21	66·26
1900	6,53,741	30,860	11,357	1·74	38	63·20
1901	6,56,462	28,302	7,863	1·20	35	72·22
1902	6,56,462	29,870	10,938	1·67	36	63·38
1903	6,56,462	31,923	12,687	1·93	39	60·26
1904	6,56,462	38,873	14,404	2·19	47	62·95
1905	6,56,462	44,174	15,015	2·74	54	59·22
1906	6,56,462	49,945	20,559	3·13	61	58·84
1907	6,56,462	38,827	16,040	2·44	47	58·69

21(*i*) Mysore Section (Southern Mahratta) (3′ 3⅜″ gauge)—

Details of construction—

The line, which connects Mysore with Harihar, is 296·22 miles long. First sanction to its construction was given in 1877 and it was opened through in 1889.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails, with the exception of about 25 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

Ballast.—The line is ballasted throughout with stone and sand.

Fencing.—The line is only partially fenced.

Curves.—The sharpest curve has a radius of 660 feet.

Gradients.—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

Terms of contract—

The Mysore section is worked under the following contract :—

Contract of—31st August 1887 (between the Secretary of State and the Southern Mahratta Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows :—

Government aid.—Guarantee of interest in sterling at 4 per cent. on £1,200,000 debenture stock.

Terms of contract.—To meet the cost of constructing the Gubbi-Harihar extension, the Company raised £1,224,000, by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936. The contract provides that the Company may raise £1,224,000, and that any further moneys required be supplied by the Secretary of State. All moneys whatsoever received by or on behalf of the Company in respect of the undertaking are the absolute property of the Secretary of State during the continuance of this contract.

Currency of contract.—Government may determine the contract at any time, on six months' notice, should the Company fail to observe its obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Southern Mahratta railway system be determined, then this contract will also be determined. On the termination of the contract, the Secretary of State, if so required by the Company, takes over all liabilities in respect of the debenture stock issued by the latter (which is not redeemable until the 1st March 1936).

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

21(*i*) Mysore Section (Southern Mahratta) (3′ 3⅜″ gauge)—*concld.*

Terms of contract—*concld.*

Power of Company to surrender contract.—Nil.

Terms of working.—After deducting from the gross earnings of the railway the working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), the net receipts are divided in the proportion of three-fourths to Government and one-fourth to the Company.

Rates and fares.—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines pen, (ii) lires partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Company's share of surplus profits based on terms of contract *attributable to each calendar year.*	Gain or loss to the State *pertaining to each calendar year.*	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	
1879	7,98,213	...	...	...	23,960	...	—23,960	...	...
1880	21,37,736	...	...	...	68,908	...	—68,908	...	...
1881	36,56,345	1,31,525	53,753	1·47	98,912	...	—45,159	51	59·13
1882	45,95,958	2,68,390	1,03,495	2·25	1,68,939	...	—65,494	68	64·11
1883	57,69,757	3,02,895	99,675	1·73	2,19,351	...	—1,19,676	67	67·09
1884	62,64,620	3,61,448	1,65,479	2·64	2,41,052	...	—75,573	67	54·22
1885	64,89,946	4,33,954	2,07,784	3·20	2,51,730	...	—43,946	60	52·12
1886	71,35,111	4,69,274	1,05,385	1·48	5,57,104	26,345	—4,78,064	65	59·04
1887	91,36,488	5,13,784	1,41,198	1·55	6,70,364	35,018	—5,64,684	71	71·60
1888	1,25,76,692	5,70,657	52,295	0·42	6,94,210	33,607	—6,75,522	79	76·38
1889	1,44,74,093	8,96,273	2,22,034	1·54	7,07,500	54,991	—5,40,457	72	75·23
1890	1,47,11,610	11,86,318	2,61,700	0·02	6,48,783	64,772	—4,51,805	77	77·94
1891	1,50,76,285	13,24,525	4,43,717	2·94	6,54,850	1,09,760	—3,20,893	86	66·50
1892	1,46,36,205	13,99,463	4,47,906	3·06	7,29,624	1,10,863	—3,92,581	89	67·92
1893	1,46,42,217	16,83,203	6,74,765	4·61	7,70,489	1,68,171	—2,63,905	109	59·92
1894	1,47,60,293	14,45,412	4,76,156	3·23	8,38,525	1,19,039	—4,81,408	94	66·99
1895	1,49,22,452	15,76,231	6,30,769	4·23	8,70,947	1,56,931	—3,97,109	103	59·72
1896	1,51,06,257	15,84,961	6,76,873	4·48	8,21,588	1,69,189	—3,13,904	103	57·29
1897	1,51,99,757	18,80,019	7,95,147	5·23	7,75,708	2,00,081	—1,80,592	122	57·54
1898	1,55 07,319	13,92,851	4,13,421	2·67	7,88,461	1,02,680	—4,27,720	90	70·32
1899	1,56,75,416	10,60,469	3,29,033	2·10	7,21,117	82,976	—4,74,160	69	68·97
1900	1,58,70,510	13,76,391	4,71,201	2·97	7,18,200	1,18,888	—3,65,887	89	65·77
1901	1.60,14,879	14,33,240	4,07,791	2·55	7,22,224	1,01,860	—4,16,293	93	71·55
1902	1,60,76,009	15,97 046	5,58 082	3·47	7,21,062	1,39,538	—3,02,518	104	65·00
1903	1,62 34.903	15,35 270	5,82,2.8	3·59	7,20,000	1,46,013	—2,93,715	100	62·07
1904	1,62,59,794	15,85,324	5,63,667	3·47	7,20,000	1,40,940	—2,97,273	103	64·44
1905	1,64,76,981	17,90,901	6,98,051	4·24	7,20,000	1,73,883	—1,95,832	116	61·02
1906	1,65,59,502	18,48,348	7,19,072	4·34	7,20,000	1,79,500	—1,80,428	120	61·10
1907	1,70,31,855	21,57,636	8,44,427	4·96	7,20,000	2,11,472	—87,045	140	60·86

21 (*j*) Sangli (3′ 3⅜″ gauge)—

Details of construction—

The line (from Miraj to Sangli town) is 4·90 miles long. Its construction from funds supplied by the Sangli Durbar was sanctioned in 1905 and it was opened in 1907.

Permanent-way.—The permanent-way consists of second-hand 41¼-lb. flat-footed steel rails on teak sleepers.

Ballast.—Ballast is chiefly moorum.

Fencing.—The line is not fully fenced, but only where necessary.

Curves.—The sharpest curve has a radius of 1,011 feet.

Gradients.—The ruling gradient is 1 in 50.

Terms of contract—

The line is worked under an agreement (between the Sangli State and the Southern Mahratta Railway Company) sanctioned under Government of India, Department of Commerce and Industry, No. 2724, dated the 25th March 1907.

The general conditions of the agreement are as follows :—

Government aid.—Nil. The line is the property of the Sangli State.

Currency of agreement.—The agreement shall be in force for 3 years from 1st April 1907, and may be terminated thereafter at the end of any calendar half-year upon 6 months' notice in writing from either party.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$ **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

21 (*j*) Sangli (3′ 3⅜″ gauge)—*concld.*

Terms of contract—*concld.*

Terms of working.—The expenses of working and maintaining the Southern Mahratta railway (including the worked lines) and the State railway are to be defrayed in the first instance by the Company and from the total sum shall be deducted charges for new minor works and Government supervision which are debited direct to each of the railways concerned and the balance is divided between the two railways in the ratio of the gross earnings of each. From the gross earnings of this railway are deducted charges for new minor works and the working expenses; the balance, representing the net earnings of this railway, is to be paid by the Company to the Sangli State half-yearly in such manner as may be arranged.

Rates and fares.—The same as in force on the Southern Mahratta railway.

Statistics of working—

	Table I.				Table II.	
Calendar year.	Total capital outlay to end of the year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1907	1,27,770	19,585	8,011	6·27	102	59·10

21(*k*) West of India Portuguese railway (3′ 3⅜″ gauge)—

Chairman.—Sir Henry Green, K.C.S.I., C.B.

Secretary.—H. Ringler-Thomson, Esq.

Offices.—4 Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

Details of construction—

The line runs from the Portuguese frontier to Mormugao, and is 51·10 miles long. Its construction was sanctioned in 1881 and it was opened through in 1888.

Permanent-way.—The permanent-way throughout consists of 62-lb. flat-footed steel rails on creosoted pine, sál, teak and jamba sleepers.

Ballast.—The line is ballasted throughout with laterite and blue stone.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 720 feet radius.

Gradients.—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

Terms of contracts—

The West of India Portuguese railway is worked under the following contracts:—

Contracts of—18th April 1881, modified by the contract of 19th December 1892 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

21st August 1902 (between the Southern Mahratta Railway Company and the West of India Portuguese Railway Company) for the maintenance and working of the railway from Mormugao to the Portuguese Frontier, and the harbour at the Port of Mormugao.

The general conditions of the contracts are as follows:—

Government (Portuguese) aid.—5 per cent. per annum is guaranteed to the West of India Portuguese Railway Company on £800,000 and 6 per cent. on £550,000.

Currency of contracts.—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract, at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent. added thereto, together with the then value of rolling-stock, machinery, station appliances and stores. The contract of 1902, between the Southern Mahratta and the West of India Portuguese Railway Companies, which took effect from the 1st July 1902, is to continue in force for five years, subject to amendment or determination after two years on six months' notice by either party.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 21}}{\text{Sub-heads (a) to (m)}}$. **SOUTHERN MAHRATTA RAILWAY SYSTEM—*concld.***

21)*k*) West of India Portuguese railway (3′ 3⅜″gauge)—*concld.*

Terms of contracts—*concld.*

Power of Company to surrender contract.—By the contract of 1881 as modified by that of 1892 the West of India Portuguese Railway Company may at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on its capital On surrender of the contract the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent. of such expenditure; and also purchase the rolling-stock, machinery, etc., at a valuation.

Terms of working by Southern Mahratta Railway Company.—The West of India Portuguese and the Southern Mahratta railways are worked as one concern, and the expenses of the system (exclusive of expenditure on 'New minor works' and of interest payable by the Southern Mahratta railway on the capital cost of telegraph lines) are divided in proportion to their gross earnings, the net earnings to be applied—in payment of a contribution sanctioned by the Portuguese Government—towards a reserve fund; in payment of the guaranteed dividends on the capital of the Company; and in payment of the residue to the Portuguese Government and the Company in equal proportions.

The contract of 1902 provides that a separate account be kept of the revenue transactions at the Port of Mormugao, and the amount to be charged for working to be the actual expenses of working and maintenance, *plus* 10 per cent. thereon for supervision by the Southern Mahratta railway, subject to the provision that the relation of the aggregate expenses of working—including supervision—to the total receipts shall not exceed, without the sanction of the West of India Portuguese Railway Company, the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899; should any such excess occur it is to be annulled or reduced as much as possible by a corresponding diminution in the charge for supervision.

Rates and fares.—Subject to the maxima prescribed in the contract between the Portuguese Government and the West of India Portuguese railway and to the maxima and minima prescribed in the contracts between the Secretary of State and the Southern Mahratta railway, the rates both for through and local working shall be fixed from time to time by the Southern Mahratta railway and shall be applicable to the whole system.

The shipping and port charges to conform to those in force under the Bombay Port Trust, and not to exceed those charges without the mutual consent of the British and Portuguese Governments.

Statistics of working—

Calendar year. (1)	Table I. Total capital outlay (including outlay on Harbour works) to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Table I. Gross earnings. (3)	Table I. Net earnings. (4)	Table I. Percentage of net earnings on total capital outlay given in column (2). (5)	Table II. Earnings per mile per week. (1)	Table II. Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1890	1,63,14,170	4,75,437	67,001	0·41	138	74·24
1891	1,63,22,139	5,44,014	1,21,583	0·74	157	86·01
1892	1,63,00,901	3,74,681	11,107	0·07	109	106·01
1893	1,62,74,816	5,86,705	1,65,069	1·01	168	78·13
1894	1,63,12,813	5,43,673	1,19,332	0·73	157	86·47
1895	1,63,31,966	5,83,077	1,12,136	0·69	166	90·75
1896	1,63,80,444	2,97,176	—78,893	...	90	137·34
1897	1,63,40,168	1,79,722	—1,60,785	...	55	189·46
1898	1,62,97,448	2,20,870	—1,10,145	...	65	173·60
1899	1,62,96,432	5,72,475	1,64,665	1·01	157	83·15
1900	1,63,29,262	3,33,596	—66,845	...	96	120·04
1901	1,63,42,023	3,68,120	—48,589	...	205	113·20
1902	1,63,13,911*	3,54,657	51,387	0·31*	133	85·51
1903	1,63,29,412*	3,96,235	1,51,112	0·93*	149	61·86
1904	1,64,00,303*	4,89,786	1,87,414	1·12*	184	62·55
1905	1,61,71,059*	4,44,519	1,77,953	1·10*	167	59·97
1906	1,63,13,911*	4,38,965	1,73,266	1·06*	165	60·53
1907	1,63,13,911	7,38,601	3,00,110	1·84	278	59·37

NOTE.—Since the close of the year, the Secretary of State has sanctioned the extension of the agreement for working by the Madras and Southern Mahratta Railway Company until the 30th June 1912.

21 (*l*) Bezwada-Masulipatam (3′ 3⅜″ gauge)—

This railway is 49·47 miles long. It was sanctioned in 1905 and has, since the close of the year, been opened.

21 (*m*) Dhone-Kurnool (3′ 3⅜″ gauge)—

The construction of this line has been sanctioned with the object of providing facilities for the distribution of grain to the population of the Madras Presidency, and of lessening difficulties incidental to the period of scarcity.

The line will be 32 miles long. It was sanctioned in 1906 and is under construction.

* Revised figures.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head } 22}{\text{Sub-head } (a)}$. **UDAIPUR-CHITOR RAILWAY** (3′ $3\frac{3}{8}$″ gauge)—

Running powers—

Home line over Foreign line :—

	Miles.
Rajputana-Malwa railway, Berach Signal Station to Chitorgarh . .	1·42

The line is owned by the Udaipur State. It was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, since which date it has been worked by the Udaipur State.

Details of construction—

The line is 67·30 miles long. Its construction was sanctioned in 1894 and it was opened through in 1899.

Permanent-way.—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

Ballast.—The ballast consists of broken stone.

Fencing.—The line is fenced round stations only.

Curves.—On the Berach-Debari section the sharpest curve is of 1,146 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.

Gradients.—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

Terms of contract—

Nil.—The line is owned and worked by the Udaipur State.

Statistics of working—

	Table I.				Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1893	7,000	...	...	...	...	...
1894	2,70,472	...	...	...	...	...
1895	13,39,850	54,702	18,778	1·40	42	65·67
1896	15,63,721	1,35,219	53,750	3·44	43	60·25
1897	15,99,040	1,23,175	42,881	2·68	39	65·19
1898	17,89,252	1,43,822	61,364	3·43	46	57·33
1899	19,89,912	2,10,540	1,04,829	5·27	62	50·21
1900	19,80,010	3,17,928	1,85,703	9·38	91	41·59
1901	20,61,858	2,22,175	94,112	4·56	63	57·65
1902	20,65,630	2,17,388	97,131	4·70	62	55·32
1903	20,66,171	1,77,817	66,446	3·21	51	62·63
1904	20,66,093	1,51,293	53,175	2·57	43	64·86
1905	20,67,464	2,07,927	1,03,552	5·00	58	50·19
1906	20,75,567	2,47,813	1,35,467	6·52	71	45·33
1907	20,75,702	2,50,515	1,36,695	6·58	72	45·43

Number $\frac{\text{Main head } 23}{\text{Sub-head } (a)}$. **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—

Details of construction—

The open mileage of the railway is 26·06 miles. Its construction was sanctioned in 1903 and it was opened in 1905. An additional 8·50 miles, from Basirhat to Hosanabad, were sanctioned for construction in 1907.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on pyinkado, sál and Australian jarrah wood sleepers.

Ballast.—The line is ballasted with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 400 feet.

Gradients.—The ruling gradient is 1 in 250.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 23}}{\text{Sub-head (a)}}$. BARASET-BASIRHAT LIGHT RAILWAY (2′ 6″ gauge)—*concld.*

Terms of contract—

The line is worked on the terms contained in the Bengal Government Notification No. 86-R., dated the 15th May 1903, under the following agreement:—

Agreement—of 14th December 1897 (between the District Board of the 24-Parganas and the Baraset-Basirhat Light Railway Company).

The general conditions are as follows:—

Aid by District Board.—The District Board guarantees such an annual subsidy as will make the net profits equivalent to Rs. 1,500 per annum per mile of line declared open, subject to a maximum of Rs. 38,000, and allows the free use of a width of not more than 8 feet along one side of the District road. (The Company to acquire at its own expense land necessary for stations and diversions.)

Currency of agreement.—Upon the expiration of twenty-one years from the date of the order authorising the construction, by giving six months' notice, or at intervals of seven years thereafter, the District Board can exercise the right of purchase on payment of twenty times the average yearly net earnings of the four years preceding, together with a bonus of twenty per cent. thereon.

Terms of working.—Any surplus profits in excess of 4 per cent. on share capital *plus* not more than 4 per cent. on debenture capital are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed within which the Company may vary its rates.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, i. e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	
1905 .	9,06,310	1,11,202	55,675	6·07	—5,394	50,281	5·55	90	49·93
1906 .	9,47,058	1,50,731	79,488	8·39	—12,669	66,819	7·06	111	47·26
1907 .	9,92,971	1,72,574	85,830	8·64	—16,096	69,734	7·02	111	50·26

Number $\frac{\text{Main head 24}}{\text{Sub-head (a)}}$. BARSI LIGHT RAILWAY (2′ 6″ gauge)—

Chairman.—F. M. Halliday, Esq.

Secretaries.—W. A. Browne & Co.

Offices.—Winchester House, Old Broad Street, E. C.

Details of construction—

The open mileage of the Barsi Light railway is 78·50 miles. It is made up of the following:—

(1) Main line, Barsi Road Junction to Barsi Town, 21·59 miles;

(2) Tadwale extension, Barsi Town to Tadwale, 26·70 miles; and

(3) Pandharpur extension, Barsi Road Junction to Pandharpur, 30·21 miles.

The main line was sanctioned in 1895 and opened in 1897 and the Tadwale and Pandharpur extensions were sanctioned in 1902 and opened in 1906.

Permanent-way.—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

Ballast.—The line is ballasted with stone and moorum.

Fencing.—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction and Barsi Town stations and all stations on the Tadwale and Pandharpur extensions are also fenced.

Curves.—The sharpest curve is of 450 feet radius.

Gradients.—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the main line—one of 1 in 9 and one of 1 in 90; and two on the Tadwale extension—one of 1 in 50 and the other of 1 in 70.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 24}}{\text{Sub-head (a)}}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Terms of contracts—

The Barsi Light railway is worked under the following:—

Contracts of—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working the line from Barsi Road Junction to Barsi Town.

26th August 1902 (between the Secretary of State and the Barsi Light Railway Company) for construction and working of the extensions.

4th December 1905, supplemental to that of 26th August 1902.

Despatch—from Secretary of State, No. 51 Railway, dated the 8th July 1904, regarding the grant of extension of the term at the end of which the option of purchase may be exercised.

The general conditions are as follows:—

Government aid.—The Company is allowed the use of part of the road between Barsi Town and Barsi Road Junction stations. Land is provided free for the extensions.

Currency of contracts.—Government may determine the contracts on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined Government are to pay the Company in England in sterling an amount equal to the total paid up capital, so far as such capital was expended with the authority of the Secretary of State.

Power of Company to surrender contracts.—Nil.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

	Table I.				Table II.	
Calendar year. (1)	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction. (2)	Gross earnings. (3)	Net earnings. (4)	Percentage of net earnings on total capital outlay given in column (2). (5)	Earnings per mile per week. (1)	Proportion of expenses to earnings. (2)
	Rs.	Rs.	Rs.		Rs.	
1895	2,357	...	...	...	...	...
1896	10,06,657	...	...	...	...	...
1897	13,43,891	1,07,778	21,560	1·60	115	80·00
1898	13,42,592	1,30,321	24,559	1·83	116	81·15
1899	13,56,809	1,56,118	64,475	4·75	139	58·63
1900	13,56,501	1,24,440	42,440	3·13	111	65·90
1901	12,99,589	1,68,238	79,588	6·13	150	52·69
1902	13,18,242	1,50,275	52,879	4·02	134	64·81
1903	12,59,175	1,30,694	53,423	4·24	116	59·12
1904	13,18,293	1,66,934	64,952	4·93	149	61·09
1905	28,13,907	2,19,478	1,39,618	4·96	195	36·39
1906	39,44,807	2,19,284	1,09,862	2·78	96	49·90
1907	47,47,986	5,43,330	2,24,080	4·72	183	58·76

Number $\frac{\text{Main head 25}}{\text{Sub-head (a)}}$. **BUKHTIARPORE-BEHAR LIGHT RAILWAY** (2′ 6″ gauge)—

The line, which has been laid as far as possible on the District road, is 18·50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

Details of construction—

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails laid on pyinkado sleepers.

Ballast.—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 260 feet.

Gradients.—The grades are easy, except at bridge approaches and up through the village of Chero where the grade is 1 in 100.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head 25}}{\text{Sub-head (a)}}$. BUKHTIARPORE-BEHAR LIGHT RAILWAY (2′ 6″ gauge)—*concld.*

Terms of contract—

The railway has been constructed and is worked on the terms contained in the Bengal Government Notification No. 100 R., dated the 25th June 1901, under the following agreement:—

Agreement of—21st August 1899 (between the District Board of Patna and the Bukhtiarpore-Behar Light Railway Company).

The general conditions are as follows:—

Government aid.—In addition to land, which has been provided free of charge except for station sites and diversions from the district road, the District Board supplements the net earnings, subject to a maximum limit of Rs. 32,000 per annum, to allow of the Company paying a dividend of 4 per cent. per annum on the Company's share capital of Rs. 8,00,000.

Currency of agreement.—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1888, *viz.*, upon the expiration of twenty-one years from the date of the order of the Local Government, authorising the construction of the line, by giving six months' notice, or at intervals of 7 years thereafter, the value to be calculated at 20 years' purchase of the average net profits to the Company during the four years preceding the transaction together with a bonus of 20 per cent. thereon.

Terms of working.—Any surplus profits in excess of 4 per cent. on share capital, *plus* not more than 4 per cent. on debenture capital, are equally divided between the District Board and the Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.					Rs.	
1903	7,47,836	35,800	15,120	2·16	...	15,120	2·02	74	57·77
1904	8,10,059	1,13,530	65,963	8·14	—10,616	55,347	6·83	181	41·90
1905	8,11,933	88,661	35,440	4·37	—90	35,350	4·35	92	60·03
1906	8,30,362	1,11,394	48,080	5·79	—5,674	42,406	5·17	116	56 81
1907	8,73,276	1,10,888	44,427	5·08	—4,501	39,926	5·09	115	59·93

Number $\frac{\text{Main head 26}}{\text{Sub-head (a)}}$. CUTCH STATE RAILWAY (2′ 6″ gauge)—

Details of construction—

The mileage of the open line (Tuna to Anjar) is 11·67 miles. Its construction was sanctioned in 1903 and it was opened in 1905.

There are, in addition, 25·30 miles (Anjar to Bhuj) under construction.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on half-round teak sleepers.

Ballast.—The line is ballasted with stone.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 359 feet radius.

Gradients.—The ruling gradient is 1 in 200.

Terms of contract—

Nil.—The line is owned and worked by the Cutch State.

Statistics of working—

	Table I.				Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1905	4,25,731	22,495	15,864	3·72	59	29·48
1906	7,18,668	40,273	19,919	2·77	66	50·54
1907	8,05,114	43,221	24,070	2·99	71	44·31

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head 37}}{\text{Sub-head (a)}}$. **DHOLPUR-BARI RAILWAY** (2′ 6″ gauge)—

Details of construction—

This line, from Dholpur on the Indian Midland railway to Bari, was sanctioned in 1905 and was under construction by, and at the cost of, the Dholpur State. It is 19·56 miles long, and has since the close of the year, been opened to traffic.

Terms of contract—

Nil.—The line will be maintained and worked by the Dholpur Durbar.

Number $\frac{\text{Main head 28}}{\text{Sub-head (a)}}$. **DWARA-THERRIA LIGHT RAILWAY** (2′ 6″ gauge)—

Details of construction—

The line will be 19·50 miles long. Its construction was sanctioned in 1902.

The construction of this line, which was suspended in June 1904 for want of funds, continues at a stand-still, the Company being unable to raise the funds necessary for its completion.

Terms of contract—

The Dwara-Therria Light railway on completion is to be worked under the terms contained in—

The Notification issued by the Chief Commissioner of Assam under No. 44, dated the 14th August 1902.

The general conditions are as follows:—

Government aid.—Guarantee of interest at 4 per cent. per annum for 10 years on a debenture loan of 4 lakhs of rupees, required to complete the Dwara-Maolong section. Land to be provided free of cost.

Currency of contract.—The Secretary of State may, after the Dwara-Maolong section has been opened for twenty-one years and thereafter at intervals of ten years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving two years' previous notice, on paying twenty-five times the average yearly net earnings of the last three years with a minimum of 100 per cent. of the cost price of the light railway.

Rates and fares.—Certain maxima have been fixed. Full control over charges of all kinds for the use of the railway is reserved by the Local Government.

Number $\frac{\text{Main head 29}}{\text{Sub-head (a)}}$. **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY** (2′6″ gauge)—

The construction and working of this railway by Messrs. Martin and Company of Calcutta was authorized by an order contained in the Notification of the Government of the United Provinces of Agra and Oudh, $\frac{839}{187}$R., dated the 18th April 1904, and a Company, styled the Shahdara (Delhi)-Saharanpur Light Railway Company, was registered on the 28th November 1905 for the purpose.

Details of construction—

The line, Delhi-Shahdara to Saharanpur, is 93·02 miles long. It was sanctioned in 1902 and opened in 1907.

Besides the above a branch, 30 miles in length, from Baraut to Meerut, was sanctioned for construction but work on it has not yet been commenced.

Permanent-way.—The permanent way consists of 35 lb flat-footed steel rails laid on sal sleepers.

Ballast.—The line is ballasted with stone and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 1,910 feet radius.

Gradients.—The ruling gradient is 1 in 1,000.

Terms of contract—

The line is worked under the following agreement:—

Agreement of—11th October 1905 (between the Government of the United Provinces of Agra and Oudh and Messrs. Martin and Company).

The general conditions are as follows:—

Government aid.—Free grant of land for a single 5′ 6″ gauge line and for all conveniences and works.

Currency of agreement.—The Secretary of State will have the right to terminate the contract 21 years after the date of opening or 23 years after the date of the Government letter sanctioning the construction of the tramway, whichever is earlier, at 25 years' purchase of the annual profits to the Company for the preceding 3 years, subject to a minimum of the capital expended and a maximum of 25 per cent. in excess of that sum. This option, if not exercised at the time mentioned, may be exercised at the end of successive periods of 7 years counting from that date. In the event of its being determined to construct a railway on a different gauge in place of the tramway and if the Government and the Company fail to agree that the alteration shall be made by the Company, then the Government will have the right to acquire the tramway at any time on 12 months' notice at 25 per cent. in excess of the Company's capital expenditure.

Terms of working.—Whenever the net profits of the tramway shall be in excess of 4 per cent. upon the paid up capital of the Company, such surplus profits shall, after setting aside such reasonable sum as the Directors of the Company may deem proper to carry forward, be equally divided between the Government and the Company.

Rates and fares.—Certain maxima have been fixed.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head 29.}}{\text{Sub-head (a)}}$ **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
1907	Rs. 32,97 081	Rs. 1,01,146	Rs. 29,526	0·90	Rs. 63	70·80

Number $\frac{\text{Main head 30}}{\text{Sub-head (a)}}$. **TARAKESHWAR-MAGRA LIGHT RAILWAY** (2′ 6″ gauge)—

Details of construction—

The line is 33·27 miles long, *viz.* :—main line, from Magra to Tarakeshwar (31·12 miles) and extension, from Magra to Tribeni (2·15 miles). The main line was sanctioned in 1891 and the extension in 1903; and they were opened in 1895 and 1904, respectively.

Permanent-way.—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pyinkado sleepers. The Tribeni extension is laid on sál sleepers.

Ballast.—Sand and broken brick.

Fencing.—The line is partially fenced.

Curves.—The sharpest curve is of 716·25 feet radius.

Gradients.—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magragauj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

Terms of contracts—

The Tarakeshwar-Magra Light railway is maintained and worked on the terms contained in the Bengal Government Notification No. 1, dated the 4th January 1896, under the following agreements:—

Agreement of—16th October 1890 (between the District Board of Hooghly and the Bengal Provincial Railway Company).

12th March 1904 (between the Secretary of State for India and the Company).

The general conditions are as follows:—

Government aid.—Free grant of land for the Tribeni extension.

Currency of agreement.—In the event of the District Board wishing to purchase the railway at the end of 21 years under the provisions of section 41 of the Bengal Tramways Act, 1883 (Bengal Code), the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

Calendar year.	Table I. Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Table II. Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	
1898	9,44,627	74,074	21,002	2·22	46	71·65
1899	9,62,446	66,182	12,192	1·27	41	81·58
1900	9,61,811	76,594	20,961	2·18	47	72·63
1901	9,72,175	83,150	19,890	2·04	51	70·23
1902	9,76,194	84,272	24,842	2·54	52	70·52
1903	10,15,987	85,546	25,350	2·50	53	70·37
1904	10,44,975	89,795	27,564	2·63	52	69·28
1905	10,46,664	86,818	21,679	2·07	50	74·81
1906	10,73,037	1,00,072	32,762	3·05	58	67·26
1907	10,9?,156	1,10,238	34,500	3·16	64	68·70

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head 31}}{\text{Sub-head (a)}}$. **TEZPORE-BALIPARA LIGHT RAILWAY** (2′ 6″ gauge)—

On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway constructed at the expense of the Borjuli Tea Company connects the Borjuli Tea Factory with Rangapara station on the Tezpore-Balipara Light railway. The tramway is 2 miles long and is worked by the Tezpore-Balipara Light railway. It is used for passenger and goods traffic.

Details of construction—

The line is 20·10 miles long. Its construction was sanctioned in 1894 and it was opened in 1895.

Permanent-way.—The permanent-way consists of 30-lb. flat-footed steel rails on nahor sleepers.

Ballast.—The line is unballasted.

Fencing.—The line is fenced only at stations.

Curves.—In the first mile there are two curves with radii of 500 feet.

Gradients.—The ruling gradient between Tezpore and Rangapara is 1 in 125 and between Rangapara and Balipara 1 in 100.

Terms of contract—

The Tezpore-Balipara Light railway is maintained and worked under the terms of—

The Notification issued by the Chief Commissioner of Assam under letter No. 33, dated the 1st June 1895.

The general conditions are as follows :—

Government aid.—Free use of Government land and a subsidy to the extent of Rs., 5,000 up to the end of March 1909 from the Local Board at Tezpore.

Currency of contract.—The Secretary of State may, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving 12 months' previous notice and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent. over and above such value.

Terms of working.—The line is worked by the owning Company.

Rates and fares.—Certain rates and fares have been fixed.

Statistics of working—

	TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	4,56,927	85,745	20,157	4·41	5,000	25,157	5·51	82	76·49
1899	4,74,177	95,157	26,156	5·52	5,000	31,156	6·57	91	72·51
1900	4,87,240	93,981	25,797	5·29	5,000	30,797	6·32	92	73·12
1901	4,87,240	83,840	16,898	3·47	5,000	21,898	4·49	80	79·84
1902	4,87,240	85,012	21,651	4·43	5,000	26,651	5·47	81	74·53
1903	4,87,240	94,742	27,739	5·67	5,000	32,739	6·71	91	70·73
1904	4,87,240	88,463	17,291	3·54	5,000	22,291	4·57	85	80·43
1905	4,87,240	1,03,380	27,082	5·55	5,000	32,082	6·58	99	73·80
1906	4,87,240	1,14,740	34,976	7·17	5,000	39,976	8·20	110	69·51
1907	4,87,240	1,11,569	28,951	5·94	5,000	33,951	6 96	107	74·05

Number $\frac{\text{Main head 32}}{\text{Sub-head (a)}}$. **THATON-DUYINZAIK LIGHT RAILWAY** (2′ 6″ gauge)—

Details of construction—

The line is 7·76 miles long. It's construction was sanctioned in 1883; it was opened in 1885 and has been closed for traffic since the 15th November 1907.

Permanent-way.—The permanent-way consists of 20-lb. flat-footed steel rails on Dick Kerr's patent iron and pyinkado sleepers.

Ballast.—The line is ballasted throughout with sand, stone and laterite.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 207 feet.

Gradients.—The ruling gradient is 1 in 80.

Terms of contracts—

The Thaton-Duyinzaik Light railway is worked under the following :—

Contract of—10th January 1884 (between the Secretary of State and the late Mr. G. E. L. Dawson of Rangoon) for construction and working.

Agreement of—6th June 1896 for working the railway and a steam launch service between Moulmein and Duyinzaik.

The general conditions are as follows :—

Government aid.—Land has been provided at a pepper-corn rent, and the proprietors receive Rs. 350 per mensem for the carriage of mails between Moulmein and Thaton, *vid* Duyinzaik, including both steamer and railway journeys.

Currency of contract.—The contract is in force for a period of 99 years. After the railway has been open for 30 years, and thereafter at intervals of 10 years, the Secretary of State can terminate the contract and take over the railway upon giving 12 months' notice, and paying the value of the permanent-way, buildings and rolling-stock, together with a bonus of 25 per cent. on the value. Government may also determine the contract if the railway is not worked for six consecutive calendar months, or if the proprietors fail to carry out the agreement.

Terms of working.—The railway is now worked and maintained by the Irrawaddy Flotilla Company, who bought the concern on the 1st December 1900.

Rates and fares.—Certain maxima have been fixed within which the proprietors are permitted to vary the rates.

Statistics of working—Information not available.

APPENDIX 38—*contd.*

History of railways constructed and in progress.

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Number $\frac{\text{Main head 83}}{\text{Sub-head (a)}}$. **DARJEELING-HIMALAYAN RAILWAY** (2′ 0″ gauge)—

Details of construction—

The line, which is laid for a great part of its length along the cart road, is 51 miles long. Its construction was sanctioned in 1879 and it was opened through in 1881.

Permanent-way.—The section of the line in the plains is laid with 41½-lb. flat-footed steel rails on wooden sleepers. The hill section was laid with 41½-lb. flat-footed steel rails, these are being renewed with a special section steel rail, 41½ lbs. to a yard.

Ballast.—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri where sand has been used. On the hill section, where necessary, broken stone ballast has been and is being put in.

Fencing.—The line is unfenced.

Curves.—The sharpest curve has a radius of 60 feet.

Gradients.—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

Terms of contract—

The railway is worked under the following contract:—

Contract of—8th April 1879 (between the Secretary of State and the late Mr. Franklin Prestage) for construction maintenance and working.

The general conditions of the contract are as follows:—

Government aid.—Government undertake to pay the Company such a sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road were granted free of cost.

Currency of contract.—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to it for permanent improvements to the road or works connected therewith. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving 12 months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend earning investment, with an additional bonus of 20 per cent. over and above such value.

Power of Company to surrender contract.—Nil.

Terms of working.—After the first five years, and subject to subsequent modifications of clause 16, half the net profits of any year in excess of 5 per cent. on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.

Statistics of working—

	TABLE I.							TABLE II.	
Calendar year.	Total capital outlay to end of each year, i.e., outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from Local Government.	Total income	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1880	12,32,894	43,488	34,197	2·77	...	34,197	2·77	82	29·46
1881	18,18,723	2,61,154	1,15,522	6·35	...	1,15,522	6·35	103	55·76
1882	23,56,112	3,66,474	1,21,983	5·17	...	1,21,983	5·17	141	66·72
1883	26,50,799	4,21,944	1,55,725	5·87	...	1,55,725	5·87	162	63·11
1884	27,23,210	4,35,024	1,46,765	5·39	...	1,46,765	5·39	167	66·26
1885	27,27,723	4,31,103	1,63,350	5·99	...	1,63,350	5·99	163	62·11
1886	27,32,136	4,96,476	2,41,559	8·86	...	2,41,559	8·86	188	51·23
1887	27,43,214	4,77,151	2,10,628	7·63	...	2,10,628	7·63	180	55·86
1888	27,71,926	6,14,893	2,63,327	10·22	...	2,63,327	10·22	253	53·91
1889	29,40,423	5,74,294	2,29,117	7·80	...	2,29,117	7·80	217	60·10
1890 *	29,52,108	5,76,436	2,32,894	7·89	...	2,32,894	7·89	217	59·69
1891	30,59,693	6,18,387	2,58,253	8·44	...	2,58,253	8·44	231	57·61
1892	31,09,079	6,55,778	2,66,647	8·57	...	2,66,647	8·57	240	57·46
1893	31,72,228	6,34,181	2,53,902	8·50	—1,58,418	1,95,485	6·42	229	55·41
1894	31,77,536	6,36,284	2,56,286	8·10	—29,756	2,26,530	7·13	239	59·27
1895	31,99,765	7,39,618	3,19,933	11·25	—61,740	2,98,193	9·32	279	50·92
1896	33,12,782	7,81,504	3,69,617	10·25	—62,087	3,07,530	8·98	294	53·93
1897	33,15,455	7,44,266	3,33,188	10·05	—55,929	2,77,259	8·36	281	55·28
1898	33,65,993	7,54,580	3,41,109	10·13	—59,432	2,81,677	8·37	285	54·79
1899	35,08,469	7,14,285	2,49,770	7·12	—34,933	2,14,837	6·12	270	65·07
1900	34,99,487	8,09,158	3,61,810	10·31	—64,268	2,97,572	8·50	305	55·28
1901	34,78,411	7,87,941	3,18,861	9·02	—49,971	2,68,890	7·58	297	60·17
1902	34,96,507	8,59,280	3,74,046	10·13	—67,704	3,10,301	8·83	321	54·66
1903	36,19,058	9,61,692	4,16,752	11 51	—79,226	3,37,526	8·79	363	56·65
1904	37,38,496	10,45,187	4,75,027	12·71	—97,200	3,78,027	10·11	394	53·46
1905	37,51,502	9,72,644	4,09,514	10·91	—77,671	3,31,843	8·47	367	57 70
1906	37 43 284	9,40,351	4,01,239	10·72	—75,126	3,26,113	8·71	370	59·07
1907	37,53,304	9,49,717	4,29,131	11 43	—83,471	3,45,660	9·29	358	54·81

APPENDIX 38—*contd.*

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Number $\frac{\text{Main head } 34}{\text{Sub-head } (a)}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—

Running Powers—

Foreign line over Home line :—

Howrah-Sheakhala light railway, Telkul Ghat to Kadamtala, (for passenger and goods trains), 2·00 miles.

Details of construction—

There are 37·19 miles of open line, *viz.*, main line (Telkul Ghat to Amta), 27·19 miles, and branch (Bargachia to Antpur), 10 miles. In addition to these 10·25 miles were sanctioned of which 6·75 miles were under construction. The construction of the main line was sanctioned in 1895 and it was opened in 1898.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pyinkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Amta Light railway is worked on the terms contained in the Bengal Government Notifications No. 111, dated the 26th March 1895, and No. 75-R., dated the 7th April 1902, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

3rd May 1897 (between the District Board of Howrah and the Bengal District Road Tramways Company, Howrah-Amta).

16th August 1901 (between the District Board of Howrah and the Howrah-Amta Light Railway Company).

The general conditions are as follows :—

Aid by the District Board.—As subsidy for payment of interest, the District Board has guaranteed a sum sufficient to make the net earnings equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of a width of 6 feet along one side of the district road, granted to the Company for the purpose of laying the line, a clear width of 14 feet being left for vehicular traffic.

Currency of agreements.—The District Board has the power of determining the agreements after 21 years. In the event of the District Board exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1893 (Bengal Code), the value to be placed upon the railway is to be calculated by adding to the value of the whole undertaking, with all its equipments, as a dividend earning investment, a bonus of 20 per cent. over and above such value.

Terms of working.—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent. upon the capital for the time being of the Company, surplus profits are divided between the Company and the District Board in equal proportions.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

	Table I.							Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (i) lines open, (ii) lines partly open and (iii) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	11,24,713	1,89,519	78,910	7·02	—15,062	63,848	5·68	152	58·36
1899	11,41,307	2,50,763	1,12,794	9·88	—27,835	84,959	7·44	168	55·02
1900	11,88,283	2,56,418	1,23,104	10·36	—30,244	92,860	7·81	172	51·99
1901	11,96,697	2,60,530	1,14,082	9·53	—26,146	87,936	7·35	175	56·21
1902	12,68,532	2,65,497	1,33,120	10·49	—29,703	1,03,417	8·15	178	49·86
1903	12,88,353	2,77,451	1,37,533	10·69	—31,883	1,05,950	8·22	186	50·32
1904	15,91,321	2,97,062	1,54,998	9·74	—35,416	1,19,582	7·51	170	47·82
1905	16,07,464	3,28,722	1,77,464	11·04	—38,862	1,38,602	8·62	170	46·01
1906	17,90,006	3,51,462	1,77,670	9·93	—38,681	1,38,989	7·76	182	49·45
1907	18,18,682	3,70,554	2,03,338	11·18	—40,536	1,62,802	8·95	191	44·13

APPENDIX 38—*contd.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 35}}{\text{Sub-head (a)}}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—

Running powers—

Home line over Foreign line :—

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, (for passenger and goods trains), 2·00 miles.

Details of construction—

The line is 19·75 miles long, *viz.*, main line (Kadamtala to Sheakhala), 17·38 miles, and Chanditala-Janai branch, 2·37 miles. The construction of the main line was sanctioned in 1895 and it was opened in 1897.

Permanent-way.—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, laid on cross sleepers of pyinkado.

Ballast.—The line is ballasted throughout.

Fencing.—The line is unfenced.

Curves.—The sharpest curve is of 144 feet radius at Howrah town.

Gradients.—The line is practically level throughout.

Terms of contracts—

The Howrah-Sheakhala Light railway is worked on the terms contained in the Bengal Government Notification No. 112, dated the 26th March 1895, under the following agreements :—

Agreements of—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

16th July 1889 (between the District Board of Hooghly and the Bengal District Road Tramways Company).

The general conditions are as follows :—

Aid by the District Board.—The District Board of Hooghly have guaranteed to make up the net earnings to Rs. 950 per mile constructed and opened per annum. The free use of a width of 6 feet along one side of the district road has been granted to the Company for the purpose of laying the line, provided that there shall nowhere be a less width of metalled road clear of the inner rail of the line than 16 feet.

Currency of agreements.—The agreements are current for a period of 21 years. In the event of the District Boards exercising, in conjunction with the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1888 (Bengal Code), the price to be placed upon the tramway is to be calculated by adding to the value of the whole tramway with all its equipment as then constituted a bonus of 15 per cent. over and above such value.

Terms of working.—Whenever the net earnings of the Company are in excess of 4 per cent. upon the capital of the Company actually paid up and expended for the time being, surplus profits are divided between the Company and the District Board of Hooghly in the proportion of two-thirds to the Company and one-third to the District Board.

Rates and fares.—Certain maxima have been fixed within which the Company is permitted to vary rates.

Statistics of working—

Table I.								Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Subsidy from District Board.	Total income.	Percentage of total income on total capital outlay given in column (2).	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	
1898	6,09,398	76,166	16,768	2·75	4,267	21,035	3·45	70	72·12
1899	6,09,434	73,396	21,453	3·52	—250	21,203	3·48	65	70·77
1900	6,09,446	76,019	26,824	4·40	—999	25,825	4·24	74	64·71
1901	6,09,446	75,579	23,165	3·80	1,108	24,273	3·98	77	70·52
1902	6,09,565	82,019	31,739	5·20	—550	31,189	5·12	80	61·33
1903	6,14,715	87,049	34,950	5·68	—668	34,282	5·57	85	59·85
1904	6,14,715	86,261	39,055	6·35	—2,747	36,308	5·91	84	54·72
1905	6,13,608	88,266	38,128	6·21	—2,419	35,709	5·82	86	56·80
1906	6,14,396	90,595	37,047	6·02	—2,548	34,499	5·62	88	59·11
1907	6,14,396	95,232	39,226	6·38	—2,728	36,498	5·94	92	58·81

APPENDIX 38—*concld.*

History of railways constructed and in progress.

[For Index see page 120.]

Number $\frac{\text{Main head 36}}{\text{Sub-head (a)}}$. **JORHAT STATE RAILWAY** (2′ 0″ gauge)—

The line was constructed out of Provincial revenues by the Administration of Assam for the convenience of the numerous tea gardens in the neighbourhood of Jorhat.

Details of construction—

The line is 31·75 miles long, *viz.*, main line (Borghop to Titabar), 24·75 miles, and Mariani branch, 7 miles. Construction was sanctioned in 1883; the main line was opened in 1887 and the branch in 1885.

Permanent-way.—Excepting 2·51 miles of the line between Jorhat and Gosaigaon, which is laid with steel rails, 30 lbs. to the yard, and about a mile between Jorhat and Chenimari, which is laid with steel rails, 25 lbs. to the yard, the rest of the line, including the section from Gosaigaon to Borghop, is laid with steel rails, 18 lbs. to the yard.

Ballast.—The line is unballasted.

Fencing.—The line is not fenced.

Curves.—The sharpest curve is of 480 feet radius.

Gradients.—Four miles on a gradient of 1 in 800.

Terms of contract—

The line is owned and worked by the State.

Statistics of working—

	Table I.						Table II.	
Calendar year.	Total capital outlay to end of each year, *i.e.*, outlay on (*i*) lines open, (*ii*) lines partly open and (*iii*) lines wholly under construction.	Gross earnings.	Net earnings.	Percentage of net earnings on total capital outlay given in column (2).	Interest.	Gain or loss to the State *pertaining to each calendar year.*	Earnings per mile per week.	Proportion of expenses to earnings.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(1)	(2)
	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	
1884	4,38,333	1,161	—483	...	17,533	—18,016	40	141·60
1885	5,14,641	32,218	—7,455	...	22,927	—30,382	25	143·10
1886	5,84,608	38,271	—13,887	...	21,919	—35,806	28	136·28
1887	6,79,372	49,199	—13,772	...	26,608	—40,380	32	127·99
1888	7,10,376	55,477	75	...	27,807	—27,732	38	90·86
1889	7,33,649	59,665	—3,543	...	29,057	—32,600	42	105·94
1890	7,42,351	61,967	6,162	0·83	29,610	—23,448	44	90·06
1891	7,51,421	64,588	1,483	0·20	30,026	—28,543	47	97·70
1892	7,54,791	66,079	11,789	1·56	30,107	—18,318	48	82·16
1893	7,99,680	69,810	14,486	1·81	32,013	—17,577	52	79·32
1894	8,18,184	71,983	11,201	1·37	32,587	—21,386	52	84·43
1895	8,28,409	84,696	18,720	2·26	32,919	—14,199	61	77·81
1896	8,65,300	89,996	13,745	1·59	33,592	—19,847	65	84·73
1897	9,02,416	96,186	14,124	1·56	36,102	—21,978	69	85·33
1898	9,09,445	95,958	20,135	2·21	36,179	—16,044	70	79·02
1899	9,31,626	96,488	—5,946	...	37,228	—43,174	72	106·16
1900	9,08,643	86,695	—15,664	...	36,341	—52,005	63	118·05
1901	9,01,038	83,184	—4,174	...	36,248	—40,422	56	105·01
1902	8,95,693	86,641	—3,655	...	36,237	—39,892	57	104·22
1903	9,03,343	90,710	13,594	1·50	36,408	—22,814	59	85·01
1904	9,03,781	74,293	—3,840	...	36,260	—40,100	47	105·17
1905	9,08,441	78,600	2,458	0·27	36,430	—34,022	50	96·87
1906	9,09,185	92,540	12,995	1·43	32,515	—19,520	59	85·95
1907	9,29,798	91,667	533	0·06	31,723	—31,200	55	99·43

APPEN

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
A			
Abasana-Suigam branch (Bombay)	...	...	...
Aden railway (Bombay) ...	...	(*i*) Aden and Nobat Dakim *viâ* Lahej.	Not surveyed ...
		Alternative.	
		(*ii*) Aden and Sheikh Othman and D'thala.	Do. ...
Agra-Bharatpur railway (United Provinces and Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Agra and Bharatpur ...	Surveyed ... ...
Agra-Hathras railway (United Provinces).	Do.	East bank of the Jumna bridge at Agra and Hathras City.	Surveyed ... ...
Aligarh-Muttra railway (United Provinces).	...	...	...
Allahabad-Rae Bareli-Cawnpore railway (United Provinces). (*New project*).	Oudh and Rohilkhand State railway.	(*i*) Phaphamau *viâ* Mustafabad to Rae Bareli.	Under survey ...
		(*ii*) Mustafabad to Unao or Cawnpore bridge.	Do. ...
		(*iii*) Rae Bareli to Dalmau on (*ii*).	Do. ...
Ammayanayakkanur-Uttamapalaiyam railway (Madras).	South Indian railway ...	Ammayanayakkanur and Uttamapalaiyam.	Surveyed ...
Amraoti-Ellichpur light railway (Central Provinces).	Great Indian Peninsula railway.	Amraoti and Ellichpur ...	Surveyed ...
Amraoti-Sonnair railway (Central Provinces).	Do.	Amraoti & Sonnair *viâ* Morsi and Narkher.	Surveyed ... ...
Arakan Coast extensions (Burma)	...	...	...
Arsikere-Mangalore railway (Mysore and Madras).	Southern Mahratta railway	Arsikere and Mangalore ...	Surveyed ...
Assam-Burma connection railway (Eastern Bengal and Assam, and Burma).	Assam-Bengal railway.	(*i*) Chittagong-Akyab-Minhla (Aeng pass route). ...	Surveyed ... ...
		Alternatives.	
		(*ii*) Lumding-Manipur-Tammu-Yuwo-Kyathin (Manipur route).	Do. ... ...
		(*iii*) Maktum to Mogaung (Hukong Valley route).	Do. ... ...
		(*iv*) Chittagong-Zadabin-Prome.	
		Prome to Zadabin ...	Do. ...
		Taungup branch ...	Do. ...
		Zadabin to Zibingyi ...	Reconnoitred ...
Auriya-Phaphund railway (United Provinces).	East Indian railway ...	Auriya and Phaphund ...	Surveyed ...
Azamgarh-Goshainganj railway (United Provinces).	Bengal and North-Western railway.	Azamgarh and Goshainganj ...	Surveyed ...
B			
Bachhwara-Rowsara branch (Bengal).	Bengal and North-Western railway. (Tirhoot section).	Bachhwara and Rowsara ...	Not surveyed ...
Badin-Jungshahi extension (Bombay).	...	...	...
Bagalkot-Hungund branch (Bombay).	Southern Mahratta railway.	Bagalkot and Hungund ...	Surveyed ...

DIX 38-A.

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
...	...	...	See "Deesa-Tharad railway."
2' 6"	40	...	The consideration of the question of railway construction at Aden has been deferred.
...	...	...	
5' 6"	33	...	This line has been proposed with a view to making Agra one of the termini of the Nagda-Muttra railway, which is under construction. The survey has been completed and the detailed project and estimates are awaited.
3' 3⅜"	30	14,72,599	Revised estimates are awaited.
...	...	...	See "Muttra-Aligarh railway."
5' 6"	69	...	The Mustafabad-Unao (or Cawnpore) section is alternative to the Cawnpore-Rae Bareli section of the Cawnpore-Fyzabad project. The Government of the United Provinces considers the Phaphamau-Rae Bareli section to be of more importance than the Rae Bareli-Cawnpore line.
5' 6"	69	...	
5' 6"	14	...	
3' 3⅜"	61·46	...	This line has been proposed by the District Board of Madura who are levying a special cess for promoting railway construction in the district. It was originally intended that the line should start from Dindigul, but at the suggestion of the Agent, South Indian railway, Ammayanayakkanur has been adopted as the point of junction with that line. The survey was completed in 1906, but the results have not yet been received by the Railway Board.
2' 6"	30·64	7,92,953	
5' 6"	98·06	89,50,101	The cost of the section from Amraoti to Narkher, 70 miles in length, where a junction with the Nagpur-Itarsi line may be effected, will be Rs. 65,70,510. An alternative alignment of the line between miles 44 and 75·8 has also been surveyed. By this route the line will be 2 miles shorter and will cost Rs. 89,02,282.
...	...	...	See "Prome-Taungup" and "Zadabin-Zibingyi" under "Assam-Burma connection railway."
2' 6"	135·71	85,43,784	The line is intended to afford connection between the coffee estates on and near the top of the Mysore plateau with Mangalore port. The Arsikere-Hassan section (27·81 miles) is estimated for a metre gauge substructure, owing to the probability of its eventually forming part of the Mysore-Arsikere chord.
3' 3⅜"	450	7,00,00,000	The results of the surveys of the first three routes were forwarded to the Secretary of State for India in 1896, when the Government of India recorded the opinion that they were unable to support the immediate construction of any of the projected lines: as there was no prospect of any of them being commercially successful, and that, while the Military authorities preferred the Manipur route, the connection was of no urgency from either a political or military standpoint.
3' 3⅜"	385	6,50,00,000	
3' 3⅜"	284	3,83,00,000	The fourth and most southerly of these routes includes branches to Taungup and Akyab and was proposed in 1905 by the Government of Burma, who carried out from Provincial funds the survey from Prome to Zadabin and Taungup and the reconnaissance from Zadabin to Zibingyi, and urged the carrying out from Imperial funds of a detailed survey of the Zadabin-Chittagong section, including the Akyab branch. The survey, however, could not be undertaken owing to paucity of funds. [See also "Buthidaung-Maungdaw railway".]
3' 3⅜"	109½	2,48,89,800	
3' 3⅜"	4	2,72,500	
3' 3⅜"	170	1,87,00,000	
5' 6"	12·69	8,87,848	
3' 3⅜"	68·75	...	The survey has been completed and the detailed project and estimates are awaited.
3' 3⅜"	14	5,50,000	
...	...	...	See "Lower Sind branches."
3' 3⅜"	31	24,41,757	This line will form a feeder to the Bijapur branch of the Southern Mahratta railway.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
B—*contd.*			
Bahadarpur (Garda)-Songhir extension (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).	Bahadarpur and Songhir ...	Surveyed ...
Balamau-Sitapur railway (United Provinces).	Oudh and Rohilkhand State railway.	Balamau and Sitapur ...	Do. ...
Bangalore (Taragupet)-Chikballapur light railway (Mysore).	Southern Mahratta railway.	Bangalore and Chikballapur ...	Do. ...
Bankura (or Bishenpur)-Calcutta chord railway (Bengal).	Bengal-Nagpur railway	Bishenpur *vid* Bhandarhati, and Hooghly or Howrah or that neighbourhood.	Do. ...
Bansdih Road-Maneerghat branch (United Provinces).	Bengal and North-Western railway.	Bansdih Road and Maneerghat.	Surveyed ... ...
Bara Ari-Doleepur railway (Eastern Bengal and Assam).	...	...	...
Baran-Marwar railway (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Baran and Marwar with extensions—	Do. ... ...
		(*i*) Jehazpur to Nasirabad ...	Do. ... ...
		(*ii*) Jehazpur to Paondero ...	Do. ... ...
Baran-Nasirabad railway (Rajputana).	...	...	...
Baroda-Savli railway (Bombay) ...	Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).	Baroda and Savli	Surveyed ... ...
Barwaha-Bodeli light railway (Central India).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Barwaha to Bodeli	Reconnoitred ...
		Alternative. Barwaha to Nandod... ...	Do. ...
Baura-Matabhangah-Konaghat extension (Eastern Bengal and Assam).	Bengal Dooars railway	Baura and Konaghat ...	See "Remarks" ...
Bausi-Baidyanath railway (Bengal).	East Indian railway ...	(*i*) Bausi to Baidyanath ...	Surveyed ...
		Alternative. (*ii*) Bausi to Adjai ...	Do. ...
Behar-Silao extension, Bukhtiarpore-Behar light railway (Bengal). (*New project.*)	Bukhtiarpore-Behar light railway.	Behar to Silao	Apparently surveyed ...
Belapur (or Lakh)-Sangamner branch (Bombay).	Great Indian Peninsula railway.	Lakh and Sangamner ...	Reconnoitred ...
Bellarpur-Warangal (or Kazipet) railway.	...	...	...
Eastern route—Bellarpur *vid* Ahiri and Gamal Kunda to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad).	Great Indian Peninsula railway.	Bellarpur and Warangal ...	Surveyed ...
Western route—Bellarpur *vid* Ahiri and Sironcha to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad).	Do. ...	Do. ...	Do. ... ...
Direct route—Bellarpur *vid* Rajpur, Tandur and Pedapali to Kazipet with a branch to Warangal (Central Provinces and Nizam's Hyderabad).	Do. ...	Do. ...	Do. ... ...
Belo-Shahbunder light railway (Bombay).	...	...	...
Berhampur-Gopalpur light railway (Madras).	...	...	...
Berhampur-Russelkonda light railway (Madras).	...	...	...
Bezwada-Jaggiapett branch (Madras).	Madras railway ...	Bezwada and Jaggiapett ...	Not surveyed ...
Bhagalpur-Nalhati (or Ahmadpur) railway (Bengal).	East Indian railway ...	Bhagalpur and Nalhati or Ahmadpur.	Do. ...
Bhairab Bazar-Dacca railway (Eastern Bengal and Assam). (*New project.*)	Assam-Bengal railway...	Bhairab Bazar *vid* Demra, Punchdona, Nursinghdee and Raipura, to Dacca.	Reconnoitred ...
Bhairab Bazar-Mymensingh railway (Eastern Bengal and Assam). (*New project.*)	Do.	Bhairab Bazar to a point on the old Brahmaputra opposite Mymensingh.	Reconnaissance sanctioned
Bhairab Bazar-Tangi railway (Eastern Bengal and Assam). (*New project.*)	Do.	Bhairab Bazar and Tangi ...	Reconnoitred ...

* Excluding

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
2′ 6″	Miles. 8 (Bahadarpur to Heran river.)	Rs. 5,84,000	The line will be constructed by the Baroda Durbar in whose territory it will entirely lie.
5′ 6″	37·12	19,45,446	The Secretary of State has approved of the construction of this line as part of the Oudh and Rohilkhand State railway.
2′ 6″	39·06	10,13,196	Revised estimates are awaited.
5′ 6″	See "Remarks."		The length and estimated cost are as follows:— Miles. Rs. Bishenpur to Hooghly . 71·44 { Double line . . 1,32,55,476 / Single „ . . 91,02,355 „ „ Howrah . 81·00 { Double „ . . 1,47,11,125 / Single „ . . 1,00,74,837 To the above has to be added the cost of a bridge over the Hooghly and approaches (double line), estimated at Rs. 72,57,856 for 5·92 miles if constructed at Cossipore, or Rs. 54,46,956 for 5·19 miles, if constructed at Panihati.
3′ 3⅜″	13	.....	The line has been proposed by the Bengal and North-Western railway as a feeder to their main line. The survey has been completed and the detailed project and estimates are awaited.
...	...	...	See under "Dacca-Mymensingh railway extensions".
3′ 3⅜″	213·39	1,36,66,806	Two lines were surveyed in 1898-99, *viz.*, Baran to Nasirabad and Baran to Marwar, the length and cost of the former being 153·29 miles and Rs. 96,11,662, respectively. The Baran-Kotah section of this line is under construction on the broad gauge.
3′ 3⅜″	60	Not given separately.	
3′ 3⅜″	70·85	31,62,877	
...	...	...	See "Baran-Marwar railway."
2′ 6″	32	...	The results of survey have not yet been submitted.
2′ 6″	163½	61,15,390	The alternative to Nandod includes a bridge over the Nerbudda, which partly accounts for the higher cost.
2′ 6″	193½	80,61,984	
3′ 3⅜″	20	...	The survey of this line by the agency of the Bengal Dooars railway was sanctioned by the Government of India *in* 1900, but the results have not yet been received.
5′ 6″	44·43	32,35,066	
5′ 6″	44·94	32,96,899	
2′ 6″	10	2,70,000	This extension will be constructed under the Bengal Tramways Act.
5′ 6″	32·86	...	An alternative alignment, four miles shorter, from Belapur *vid* Bablishwar, was also examined but the estimates of cost have not been submitted.
...	...	...	The direct route avoids the Ahiri and Sironcha taluks which need opening up. A branch on the 2′ 6″ gauge from Bellarpur to Sironcha has accordingly been projected in connection with this route. It will be 107·33 miles long and is estimated to cost Rs. 42,25,580 including rolling-stock. The proposals are under consideration.
5′ 6″	190·73	*2,32,30,222	
5′ 6″	184·35	*2,25,74,567	
5′ 6″	142·62	*1,63,65,529	
...	...	...	See "Light railways in Sind."
...	...	...	See "Ganjam District Light railways."
...	...	...	Do.
5′ 6″	54	43,50,000	
5′ 6″	...	...	This line will probably be constructed by the East Indian Railway Company.
3′ 3⅜″	44	48,89,850	This line is alternative to the "Bhairab Bazar-Tangi" project.
3′ 3⅜″	62	...	
3′ 3⅜″	38	39,82,710	A detailed survey has been sanctioned for this line which is alternative to the "Bhairab Bazar-Dacca project."

rolling-stock.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
B—*concld.*			
Bhamo-Momein (Tengyueh) railway (Burma).	Burma railways, across a ferry between Bhamo and Katha.	Bhamo and Momein ...	Surveyed ...
Bhatni-Bettiah extension (Bengal)	Bengal and North-Western railway.	Bhatni and Bettiah ...	Partly surveyed ...
Bhojudih-Daltonganj railway (Bengal).	Bengal-Nagpur railway	Bhojudih and Daltonganj ...	Surveyed ...
Bilaspur-Mungeli-Mandla railway (Central Provinces).	Bengal-Nagpur railway	Bilaspur and Mandla ...	Under survey ...
Bir-Bhopal railway (Central India and Central Provinces).	Great Indian Peninsula railway.	Bir and Bhopal	Reconnoitred ...
Bishenpur (or Bankura)-Calcutta railway (Bengal).	...	...	...
Bitragunta (or Kavali)-Udayagiri railway (Madras). (*New project.*)	Madras railway ...	Bitragunta and Udayagiri ...	Under survey ...
Bombay-Sind connection railway (Cutch, Sind and Bombay).	Bombay, Baroda and Central India railway.	Viramgam *vid* Radhanpur, Suigam and Nagarparker to Badin.	Reconnoitred ...
Bombay-Southern Mahratta railway (Bombay).	Southern Mahratta railway.	Karad Road and Hogg Island and Vingorla.	Not surveyed ...
Borjan-Suntak tramway (Eastern Bengal and Assam).	Assam-Bengal railway ...	Borjan and Suntak	Not surveyed ...
Borkhedi-Hinganghat railway (Central Provinces). (*New project.*)	Great Indian Peninsula railway.	Borkhedi and Hinganghat ...	Surveyed ...
Broach-Jambusar-Masor Road railway (Bombay).	Bombay, Baroda and Central India railway.	Broach and Masor Road ...	Not surveyed ...
Burdwan-Kutwa railway (Bengal)	East Indian railway ...	Burdwan and Kutwa ...	Surveyed ...
Buthidaung-Maungdaw railway (Burma).	...	Buthidaung and Maungdaw ...	Surveyed ... ...
C.			
CACHAR DISTRICT TRAMWAYS—			
Sealtick-Lala Bazar (Eastern Bengal and Assam).	Assam-Bengal railway	Sealtick and Lala Bazar ...	Reconnoitred by the promoters.
Silchar-Duarbund (Eastern Bengal and Assam).		Silchar and Duarbund ...	Do. ...
Silchar-Tikalpur (Eastern Bengal and Assam).		Silchar and Tikalpur ...	Do. ...
Calcutta Central railway (Bengal)	East Indian railway	Howrah and Sealdah ...	Not surveyed ...
Calcutta-Ranaghat-Rampur Boalia railway (Bengal and Eastern Bengal and Assam). (*New project.*)	Eastern Bengal State railway.	(i) Sealdah to Shampur, mile 130·6, north of the Ganges river.	Reconnoitred ...
		(ii) Shampur to Nattore;	Do. ...
		(iii) Shampur to mile 86 on the Katihar-Godagari extension.	Do. ...
Captainganj-Padrauna branch (United Provinces).	Bengal and North-Western railway.	Captainganj and Padrauna ...	Not surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
2′ 6″	122·5	1,27,52,165	
3′ 3⅜″	50	...	The survey was carried out in 1903 up to the east bank of the Gandak river, about 42 miles, and was then abandoned by the Bengal and North-Western railway.
5′ 6″	·171	1,68,00,000	
2′ 6″	156	...	This line will shorten the distance between Nainpur, the centre of the Satpura system, and Calcutta by about 70 miles.
5′ 6″	102	1,66,12,246	This line has been proposed as an alternative to the doubling of the section from Itarsi to Bhopal, and with a view to shortening the through mileage between Bhopal and Bombay. The estimates prepared are for a double line without rolling-stock. A detailed survey has been sanctioned.
...	...	...	See "Bankura (or Bishenpur)-Calcutta railway."
Not stated. Probably 2′ 6″.	50	...	This line has been recommended by the Government of Madras for construction from the famine insurance fund in consideration of its protective value.
5′ 6″	269	2,12,73,000	A detailed survey has been ordered and is now in progress.
3′ 3⅜″	202	1,58,09,000	
6 miles 3′ 3⅜″ / 2 „ 2′	8	...	
5′ 6″	26·06	20,91,064	This will form a chord between the North-East line and the Wardha Coal branch of the Great Indian Peninsula railway and will shorten the distance between Nagpur and Hinganghat from 70 miles by the existing route to 47·4 miles.
2′ 6″	31	...	The Baroda Durbar offered to construct the line in 1903, but have since abandoned it.
5′ 6″	34	26,49,418	This line will probably be constructed by the East Indian railway as part of their undertaking when funds are available.
3′ 3⅜″	16·91	20,29,392	The Arakan Company, Limited, originally proposed to construct this line as a tramway on the 2′ 0″ gauge and had it surveyed at their cost, the estimates amounting to Rs. 9,49,858 for 17·25 miles. The proposal was subsequently abandoned and the Company expressed a desire to construct the line on the 3′ 3⅜″ gauge, with the possibility of its ultimate absorption in the Prome-Zadabin-Chittagong scheme. [See "Assam-Burma railway connection".] During 1907 a survey for a metre gauge line was carried out at the expense of Government, and the results show that of the total length of 16·91 miles, 10·70 miles are suitable to form part of the through route between Assam and Burma.
			The Company are negotiating with Government of Burma prior to submission of definite proposals for the construction of the line.
2′ 6″	24	14,75,405	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The proposals fell through owing to the inability of the Local Administration to guarantee interest on capital at 3 per cent. per annum which the promoters had asked for.
2′ 6″	22		
2′ 6″	14		
5′ 6″	...	£1,500,000	The scheme comprised a permanent road and railway bridge over the Hooghly at the site of the existing floating bridge, a central passenger station at Calcutta and an elevated junction railway to unite the East Indian and Eastern Bengal State railways and the Kidderpore docks. The estimated cost represents the total capital proposed to be raised, the figure being increased to £2,750,000 if a broad avenue to afford access to the Central station from Howrah be included in the scheme. In view of the objections of the Special Committee appointed to report on the scheme, the opinions expressed by the Government of Bengal and the fact that the project did not receive the support of those most interested in its execution, the offer made in 1898 by a Syndicate to form a company to undertake the work was not accepted.
3′ 3⅜″	130·6	4,61,57,000	This line was proposed with a view to giving the traffic of the metre gauge railways north of the Ganges direct access to Calcutta without a transhipment. The estimates, which are approximate, provide for a double metre gauge line between Sealdah and Shampur (mile 130·6) and a single line to Nattore and to the point of junction with the Katihar-Godagari extension.
3′ 3⅜″	21·4	17,55,000	
3′ 3⅜″	30·0	20,86,000	The consideration of the project has been held over pending a decision on the question of bridging the Ganges at some point between Sara and Godagari.
			The (ii) "Shampur-Nattore" branch is alternative to the "Nattore-Rampur Boalia" project, while (ii) and (iii) combined is alternative to the "Nachoul-Rampur Boalia-Gopalpur" branch.
3′ 3⅜″	18	...	

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
C—*concld.*			
Cawnpore-Banda railway (United Provinces).	Great Indian Peninsula railway.	Cawnpore to Khairada (7 miles west of Banda) *vid* Ghatampur and Summerpur.	Surveyed ... ...
		Branch from Summerpur to Belatal (about 14 miles east of Harpalpur) *vid* Maskera and Rath.	Do. ... ...
Cawnpore-Hamirpur railway (United Provinces).	East Indian railway ...	Cawnpore to the river Jumna opposite Hamirpur.	Not surveyed ...
Cawnpore-Rae Bareli-Fyzabad railway (United Provinces).	Great Indian Peninsula railway.	Cawnpore and Fyzabad ...	Partly surveyed ...
Changa Manga-Chunian-Pakpatan branch (Punjab).	North Western State railway.	Changa Manga and Pakpatan ...	Not surveyed ...
Chansama-Harij railway extension to Kathi (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Mehsana).	Harij and Kathi ...	Not stated ... ...
Chicacole Road-Calingapatam light railway (Madras).	...	...	...
Chicacole Road-Gunipur light railway (Madras).			
Chicacole Road-Parvatipur light railway (Madras).			
Chhor-Tatta railway (Bombay) ...	...	...	...
Chupra-Mashrak railway (Bengal)	Bengal and North-Western railway.	Chupra and Mashrak ...	Surveyed ... ...
Cuddalore-Vriddhachalam railway (Madras).	South Indian railway ...	Cuddalore and Vriddhachalam...	Do. ... ...
D.			
Dacca-Aircha extension (Eastern Bengal and Assam).	...	...	...
Dacca-Mymensingh railway extensions (Eastern Bengal and Assam)	Dacca section, Eastern Bengal State railway.	(*i*) Dacca to Aircha ...	Surveyed ... ...
		Alternative.	
		Tangi, *vid* Dassora, to Aircha.	Do. ... ...
		(*ii*) Mymensingh, *vid* Netrokona to Bara Ari, with a branch from Shambhuganj to Gauripur.	Do. ... ...
		(*iii*) Singhjani, *vid* Sherpore, to Nalitabari.	Do. ... ...
		(*iv*) Bara Ari to Doleepur ...	Do. ... ...
Dalla-Dedaye railway (Burma) ...	Burma railways ...	Dalla to a point opposite Dedaye	Reconnoitred ...
		With a branch to Twante ...	Do. ... ...
Damoh-Atarra light railway (Central Provinces and Central India).	Great Indian Peninsula railway.	Damoh and Atarra ...	Do. ... ...
Darbhanga-Khagaria chord (Bengal).	Bengal and North-Western railway. (Tirhoot section.)	Darbhanga and Khagaria ...	Surveyed ... ...
Darrang District tramway (Eastern Bengal and Assam).	...	...	...

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
5′ 6″	75·92	*80,36,657	This will supersede the Cawnpore-Hamirpur railway project.
5′ 6″	64·53	*40,78,897	
2′ 6″	64·55	*21,33,154†	
...	35½	...	The line is assumed to cost Rs. 15,000 per mile on the 2′ 6″ gauge. Proposals were received in 1904 for its construction as a steam tramway on the 2′ gauge. The District Board of Cawnpore agreed to guarantee interest on working capital at 4 per cent. on condition of receiving a moiety of surplus profits. In 1905 the promoters intimated that they did not desire to proceed with the scheme. The Cawnpore-Banda railway will supersede this line.
5′ 6″	140	1,12,00,000	This line was proposed by the Indian Midland Railway Company in 1899. The Unao-Rae Bareli section, 52·88 miles, and a branch from Sataun to Dalmau, 19·51 miles, have been surveyed by the Oudh and Rohilkhand State railway, and are estimated to cost Rs. 39,90,528 and 15,39,358 respectively on the 5′6″ gauge. Alternative alignments from Mustafabad to Unao (or Cawnpore bridge) and from Rae Bareli to Dalmau are under investigation [See "Allahabad-Rae Bareli-Cawnpore railway."]
5′ 6″	70	56,00,000	This branch was selected by the Committee, appointed by the Punjab Government in 1896 to report upon railway feeders, as the most suitable out of many projects put forward for serving the rich irrigated tract on the right bank of the Sutlej. The major portion of this line will be merged in the Kasur-Lodhran railway.
3′ 3⅜″	7½	...	This line will probably be constructed by the Baroda Durbar in whose territory it will entirely lie.
...	...	...	See under "Ganjam District light railways."
...	...	...	See under "Light railways in Sind."
3′ 3⅜″	26·25	12,08,863	The construction of the line has since been sanctioned.
3′ 3⅜″	34	...	The results of survey have not yet been received by the Railway Board.
...	...	...	See under "Dacca-Mymensingh railway extensions."
3′ 3⅜″	45	76,71,060	
3′ 3⅜″	45	75,72,105	
3′ 3⅜″	36·5	27,26,812	Includes the cost of a bridge over the Brahmaputra. If a ferry, instead of a bridge, be provided, the cost would be Rs. 20,92,797. Proposals were received in 1904, from a Syndicate, for the construction of the Mymensingh-Netrokona railway on the metre gauge and of the Singhjani-Sherpore-Nalitabari line on the 2′ 6″ gauge. The promoters were informed in the same year of the terms on which a concession could be granted.
3′ 3⅜″	25	12,38,886	For a well equipped line, with ferry. For a cheap line with, and without, ferry the cost is estimated at Rs. 9,21,250 and Rs. 8,40,250, respectively.
3′ 3⅜″	50·5	46,43,094	
3′ 3⅜″	34½	16,85,814	The line was proposed to serve the delta of Lower Burma. It would have to contend against keen river competition and, therefore, its prospects are not promising.
3′ 3⅜″	14½	7,11,472	
2′ 6″	151	27,18,000	This line was put forward by the Indian Midland Railway Company in 1899, as a feeder to their railway system.
3′ 3⅜″	62·31	...	The detailed project and estimates are awaited.
...	...	...	See "Mangaldai tramway."

* Excluding rolling-stock.

† or Rs. 23,33,410 with 5′ 6″ gauge substructure.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
D.—*concld.*			
Deesa-Tharad railway (Bombay)	Bombay, Baroda and Central India railway (Palanpur-Deesa).	Deesa to Tharad with branches—	
		(*i*) Diodar to Radhanpur.	Surveyed ...
		(*ii*) Abasana to Suigam ...	Do. ...
Dehra-Mussooree-Landour railway (United Provinces).	Oudh and Rohilkhand State railway. (Hardwar-Dehra.)	Dehra to Mussooree ...	Do. ...
		Mussooree to Landour ...	Not surveyed ...
Dehra Ghazi Khan-Sakhi Sarwar branch (Punjab).	North Western State railway.	Dehra Ghazi Khan and Sakhi Sarwar.	Do. ...
Dhak branch (Punjab).	Do. ...	Dhak to Tajuwala	Surveyed ...
		Alternative.	
		Dhak *vid* Katha to Tajuwala ...	Do. ...
Dharmapuri-Bangalore railway (Madras and Mysore).	Madras railway ...	Dharmapuri *vid* Palakodu to Bangalore with a branch from Palakodu to Krishnagiri.	Do. ...
Dholka-Dhandhuka-Ranpur extension (Bombay).	Bombay, Baroda and Central India railway (Ahmedabad-Dholka).	Dholka to Dhandhuka *vid* Fedra	Do. ...
		Alternative. Dholka to Dhandhuka *vid* Gamph	Do. ...
		Dhandhuka to Ranpur ...	Reconnoitred ...
Dhulia-Amalner branch (Bombay).	Great Indian Peninsula railway.	Dhulia and Amalner ...	Surveyed ...
Dindigul-Palghat railway (Madras)	South Indian railway ...	Dindigul *vid* Palni, Pollachi and Kollengode to Palghat.	Do. ...
Diodar-Radhanpur branch (Bombay).	...	...	...
Dodbele-Kolar gold-fields railway (Mysore).	Southern Mahratta railway (Mysore section).	Dodbele to the Kolar gold-fields...	Reconnoitred ...
Dudhwa branch extension to Ramnagar ghat (United Provinces).	Rohilkund and Kumaon railway.	Sonaripur and Ramnagar ghat ...	Surveyed ...
Dusi-Salur light railway (Madras)	Bengal-Nagpur railway	Dusi to Salur *vid* Bobbili with a branch from Paddapenki to Parvatipur.	Not surveyed ...
F.			
Fatehpur-Markundi chord (United Provinces).	East Indian railway ...	Fatehpur to Markundi ...	Surveyed ...
		Alternatives.	
		(*i*) Fatehpur to Karwi ...	Do. ...
		(*ii*) Khaga to Manikpur ...	Do. ...
G.			
Gadag-Yalvigi railway (Bombay)	Southern Mahratta railway.	Gadag to Yalvigi with gold mine branches—	Surveyed ...
		(1) Gadag to Kabulayatkatti ...	Do. ...
		(2) Nabapur on (1) to Sangli ...	Do. ...
		(3) Beldahadi on (1) to Hosur ...	Do. ...
Gajroula-Chandpur railway (United Provinces).	Oudh and Rohilkhand State railway.	Gajroula and Chandpur ...	Do. ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
3′ 3⅜″	84·84	22,71,957	This line will be an extension of the existing Palanpur-Deesa railway.
3′ 3⅜″	16	...	The results of survey have not yet been received.
2′ 0″	27	32,52,895	An alternative to the Dehra-Mussooree project would be to extend the Hardwar-Dehra railway on the 5′ 6″ gauge to Rajpur or some place at the foot of the hills and to connect Mussooree by a rope incline.
...	...	...	
5′ 6″	35	35,00,000	
5′ 6″	11·04	*4,96,594	This line has been proposed chiefly in the interests of coal trade. The alternative *vid* Katha is preferred by the Government of the Punjab to the direct line.
5′ 6″	15	*6,75,000	
2′ 6″	106·67	37,52,536	The Government of Madras recommend the construction of the Dharmapuri-Palakodu-Hosoor section, 60·50 miles, estimated to cost Rs. 22,33,527 from famine insurance fund in consideration of its protective value. This proposal has since been submitted to the Secretary of State.
3′ 3⅜″	38·64	20,32,210	
3′ 3⅜″	44·50	23,10,925	Since the close of the year proposals have been received for the construction by private enterprise of a metre gauge line from Dholka to Dholera *vid* Gamph, 40 miles, instead of this line. These proposals are under consideration.
3′ 3⅜	16½	4,62,000	
5′ 6″	20	20,00,000	
3′ 3⅜″	110·92	78,98,640	The line will be constructed and worked by the agency of the South Indian railway. In connection with this project it has been decided to convert the Palghat branch (Olavakkot to Palghat) from the standard (5′ 6″) to the 3′ 3⅜″ gauge by the time this line is completed.
...	...	...	See "Deesa-Tharad railway," of which this line is proposed to form a branch.
3′ 3⅜″	72·5	...	This line was urged by the Mysore Durbar in 1906 in consideration of its administrative advantages and as likely to develop a rich and populous part of the State.
3′ 3⅜″	20·79	4,58,891	This line is intended primarily to serve the Government forests. The Secretary of State has intimated to the Rohilkund and Kumaon Railway Company that it is open to them to formulate terms for its construction under clause 63 of their contract, dated 8th September 1890, and submit them for his consideration.
2′ 6″	65	...	This line, which is situated in the Vizagapatam district, was proposed by an English Syndicate who put forward proposals for the construction of certain light railways on the 2′ 6″ gauge in the Ganjam district.
5′ 6″	72·2	98,46,166	
5′ 6″	52·0	72,59,200	
5′ 6″	56·7	85,98,362	
3′ 3⅜″	33·58	...	This line is intended to form a chord between the main line and the Harihar branch of the Southern Mahratta railway. Part of it will also supply a branch to the Dharwar gold-fields. The surveys were completed during 1906, but the project report and estimates have not yet been received by the Railway Board.
3′ 3⅜″	13·65	...	
3′ 3⅜″	5·39	...	
3′ 3⅜″	2·87	...	
5′ 6″	22·15	5,05,953	

* Excluding rolling-stock.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
G—*concld.*			
Ganges bridge :— at Godagari (Eastern Bengal and Assam). or	Eastern Bengal State railway, Ranaghat-Godagari-Katihar extension.	Lalgola and Godagari ...	Surveyed ... ...
at Sara (Eastern Bengal and Assam).	Eastern Bengal State railway, Northern section.	Damukdia and Sara ...	Do. ... ...
Ganjam District light railways (Madras).			
The lines comprised in this scheme are :—			
(i) Berhampore-Gopalpur (Madras).	Bengal-Nagpur railway	Berhampore and Gopalpur ...	Not surveyed ...
(ii) Berhampore-Russelkonda (Madras).	Do.	Berhampore and Russelkonda ...	Surveyed ... ...
(iii) Chicacole Road-Calingapatam (Madras).	Do.	Chicacole Road and Calingapatam	Not surveyed ...
(iv) Chicacole Road-Gunipur (Madras).	Do.	Chicacole Road and Gunipur ...	Do. ...
(v) Chicacole Road-Parvatipur (Madras).	Do.	Chicacole Road and Parvatipur ...	Do. ...
(vi) Parlakimedi-Baruva (Madras).	Do.	Parlakimedi and Baruva ...	Do. ...
Garda (Bahadarpur)-Songhir extension (Bombay).	...	...	...
Gheria extension (Bengal) ...	Eastern Bengal State railway.	Lalgola and a point on the mouth of the Bhagirathi river near Gheria.	Surveyed ... ...
Goalundo-Narayanganj extension (Eastern Bengal and Assam).	Eastern Bengal State railway.	Lakhee Khal Hat (opposite Faridpur) and Munshiganj.	Do. ...
Godagari bridge (Eastern Bengal and Assam).	...	...	...
Gogra bridge at Chand-deara Ghat (United Provinces).	Bengal and North-Western railway.	Chand-deara Ghat and Manjhi Ghat.	Surveyed ...
Guntur-Repalli branch (Madras)	Southern Mahratta railway.	Guntur and Repalli ...	Do. ...
Gurumaishini-Sini railway (Bengal)	Bengal-Nagpur railway ...	Gurumaishini and Sini ...	Do. ...
H.			
Hajiganj-Shatnal branch (Eastern Bengal and Assam).	Assam-Bengal railway.	Hajiganj and Shatnal ...	Do. ...
Hansi-Jakhal railway (Punjab).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Hansi and Jakhal ...	Do. ...
Harda-Hindia railway (Central Provinces).	Great Indian Peninsula railway.	Harda and Hindia. ...	Not surveyed ...
Hardoi-Sandi branch (United Provinces).	Oudh and Rohilkhand State railway.	Hardoi and Sandi ...	Surveyed ...
Harpalpur-Kalpi light railway (United Provinces).	Great Indian Peninsula railway.	Harpalpur and Kalpi ...	Partly surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
Undecided (probably mixed 5′ 6″ and 3′ 3⅜″)	...	1,10,00,000	The Committee appointed by the Government of India to investigate and report on the bridging of the Ganges have recommended the construction of a bridge at Raita, some five miles from Sara. Their report is under the consideration of the Secretary of State.
Do. ...	...	1,30,00,000	
2′ 6″	8	2,00,000	These lines were put forward by an English syndicate who proposed to take over from the Raja of Parlakimedi the 2′ 6″ gauge railway between that place and Naupada.
2′ 6″	49·08	14,90,711	
2′ 6″	24	6,00,000	
2′ 6″	65	17,85,000	
2′ 6″	42	10,50,000	
2′ 6″	35	8,75,000	
...	...	...	See "Bahadarpur (Garda)-Songhir extension".
5′ 6″	13·47	9,18,960	The object of the scheme is to provide a *ghat* station, which can be relied on in the high-water season, on the right bank of the Ganges for the Godagari-Lalgola ferry. It has been decided to await the results of working at Lalgola Ghat before undertaking the construction of the line.
3′ 3⅜″	40	58,46,738	The project provides for an ordinary transhipment ferry between Lakhee Khal Hat and Faridpur, and a wagon and passenger ferry at Munshiganj.
...	...	...	See "Ganges bridge".
3′ 3⅜″	4·39	32,44,487	The cost of bridge and approaches is Rs. 29,22,961, and the balance Rs. 3,21,526 represents the cost of raising capital and the interest on capital during constructibn.
3′ 3⅜″	38	17,33,687	The District Board of Guntur are desirous of constructing this line on the 5′ 6″ gauge with capital to be raised by them in the open market. The question of gauge has not yet been settled.
5′ 6″	44	32,27,438	This line has been projected in connection with Messrs. Tata & Sons' scheme for iron and steel works near Sini. An alternative alignment from Amda to Gurumaishini *viâ* Chaibassa, 48 miles, has been sanctioned for survey. Messrs. Tata and Sons have since intimated that the site of their works has been changed from Sini to Kalimati, some 18 miles from Sini on the Sini-Khargpur section of the Bengal-Nagpur Railway. This will probably necessitate an alternation in the alignment of the line.
3′ 3⅜″	24·39	32,81,500	This projeot is for the establishment of a connection between the Assam-Bengal and the Eastern Bengal State railways by means of a wagon ferry between Shatnal and Narayanganj on the Goalundo-Narayanganj extension of the latter line.
3′ 3⅜″	50·57	20,45,764	This line would connect the Southern Punjab railway at Jakhal with the Rajputana-Malwa railway at Hansi. It may, however, be superseded by the proposed extension of the Patiala-Jakhal railway *viâ* Hissar to Narnaul.
...	...	...	This railway was recommended as a feeder line by the Great Indian Peninsula railway.
5′ 6″	14·39	3,62,004	
2′ 6″	102	15,90,924	Only the Harpalpur-Rath section (25·88 miles) was surveyed by the Indian Midland railway for a 2′0″ gauge line, from the results of which the present estimates have been prepared. This line will probably be superseded by the Cawnpore-Banda railway with a branch from Summerpur *viâ* Rath to Belatal about 14 miles east of Harpalpur.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
H—*concld.*			
Harpalpur-Nowgong light railway (United Provinces and Central India).	Great Indian Peninsula railway.	Harpalpur and Nowgong ...	Surveyed ...
Henzada-Konzingon railway (Burma).	Burma railways ...	Henzada *vid* Einme and Pantanaw to Konzingon.	Under survey ...
Hsipaw-Mong Nai extension (Burma).	Do. ...	Hsipaw to Manpan	Surveyed ...
		Manpan to Mong Nai ...	Not surveyed ...
Hyderabad-Kistna river railway (Nizam's Hyderabad).	Nizam's Guaranteed State railway.	Hyderabad and Kistna river ...	Surveyed ...
Hyderabad (or Kotri)-Karachi railway (Bombay).	...	...	...
I.			
IDAR ROAD-Brahma Khed extension (Bombay).	Bombay, Baroda and Central India railway (Ahmedabad-Parantij).	Idar Road and Brahma Khed ...	Surveyed ...
ITARSI-Ellichpur railway (Central Provinces).	Great Indian Peninsula railway.	Itarsi and Ellichpur	Not surveyed ...
ITARSI-Nagpur railway (Central Provinces).	...	...	...
J.			
Jalesar Road-Kasganj tramway (United Provinces).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Jalesar Road and Kasganj ...	Not surveyed ...
Jammu-Srinagar railway (Kashmir).	North Western State railway.	Jammu and Srinagar. The alternative routes are :—	
		(*i*) Larulari-Banihal route ...	Surveyed ...
		(*ii*) Chenab Valley-Banihal route.	Do. ...
		(*iii*) Golabgarh route ...	Do. ...
Jamnagar-Salaya extension (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway (Rajkot-Jamnagar).	Jamnagar and Salaya ...	Not surveyed ...
Jehazpur-Nasirabad extension (Rajputana).	...	...	...
Jehazpur-Paondero extension (Rajputana).	...	...	...
Jhang-Sangla railway (Punjab)	North Western State railway.	Jhang and Sangla ...	Surveyed ...
Jullundur Doab group lines (Punjab).	North Western State railway.	Hoshiarpur and Nawa Shahr ...	Surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	Remarks. (8)
	Miles.	Rs.	
2′ 6″	19·22	2,71,762	This line was surveyed by the Indian Midland railway on the 2′6″ gauge, on the results of which the present estimates are based.
3′ 3⅜″	95	...	
3′ 3⅜″	50	35,61,178	The Government of Burma consider the Southern Shan States railway to be more urgent than this line.
...	...	...	
3′ 3⅜″	See "Remarks"	See "Remarks"	A preliminary survey was made by the Nizam's Government in 1905, but the results have not yet been received by the Railway Board. It will be about 148 miles in length and will cost Rs. 1,23,68,000 roughly. In conjunction with the Dhone-Kurnool line it will form the southern portion of the through metre gauge connection between Northern and Southern India.
...	...	...	See "Light railways in Sind."
3′ 3⅜″	33·91	...	The surveys have been completed and the results are awaited. Since the close of the year the Secretary of State has sanctioned the grant of a concession to the Ahmedabad-Parantij railway for the construction of this line.
...	...	...	This railway was recommended as a feeder line by the Great Indian Peninsula railway. It will be partly superseded by the projected Nagpur-Itarsi railway.
...	...	...	See "Nagpur-Itarsi railway".
2′ 6″	50	15 to 20 lakhs	The Raja of Awa has applied to the Government of the United Provinces for a concession for this line with permission to utilize the existing road and the canal and road bridges for laying the line on. The usual draft order under the Indian Tramways Act, XI of 1886, is awaited from the Local Government.
2′ 6″	186½	2,38,61,500	The connection with Srinagar *vid* Sarai Kala and Abbottabad, which is more feasible, has been decided upon, *vide* "Sarai Kala-Abbottabad Srinagar railway."
2′ 6″	173	2,54,57,500	
2′ 6″	156·17	3,34,73,596	
3′ 3⅜″	35	...	This project would probably be undertaken at the expense of the Jamnagar Durbar.
...	...	...	See "Baran-Marwar railway".
...	...	...	
5′ 6″	74·40	44,14,931	This line will be constructed by the State as an integral part of the North Western State railway.
5′ 6″	124·27	99,43,099	The projected railway starts at Hoshiarpur and passes through Adampur, Jullundur, Kapurthala, Sultanpur, Malsian, Nakodar, Nur Mahal, Rur Kha and Phagwara to Nawa Shahr with branches from Nawa Shahr to Garhshankar on the north and Rahon on the south. The following sections of the line were previously surveyed and estimated for :—
2′ 6″		76,93,333	

	Miles.	Gauge.	Cost.
Jullundur-Hoshiarpur	23·92	5′ 6″	14,10,000
Jullundur-Sultanpur	28·82	2′ 6″	10,41,376

The surveys have been completed and the detailed alternative projects on the 5′ 6″ and 2′ 6″ gauges are awaited.
Since the close of the year definite proposals have been received for the construction of these lines by private enterprise. These are under consideration.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
J.—*concld.*			
Jullundur-Hoshiarpur railway (Punjab).	...	...	...
Jullundur-Kapurthala-Sultanpur railway (Punjab).	...	...	...
K.			
Kaithal-Thanesar railway (Punjab) (*New project*).	North Western State railway (Southern Punjab).	Kaithal and Thanesar ...	Not surveyed ...
Kalaura-Chhatak tramway (Eastern Bengal and Assam).	...	...	...
Kalikiri-Rayachoti branch (Madras).	South Indian railway.	Kalikiri or Piler and Rayachoti.	Surveyed ...
Kamptee-Deolapar railway (Central Provinces).	Bengal-Nagpur railway.	Kamptee to Deolapar with a branch from Munsar to Ramtek.	Not surveyed ...
Kangra Valley railway (Punjab) .	North Western State railway.	Pathankot to Palampur with a branch from Aund to Dunera.	Reconnoitred ...
Karauli branch (Rajputana) .	...	Gungapur and Karauli ...	Not surveyed ...
Karimganj-Chandi Khira tramway (Eastern Bengal and Assam).	...	...	...
Karnal-Kaithal-Nabha branch (Punjab).	East Indian railway (Delhi-Umballa-Kalka).	Karnal and Nabha ...	Not surveyed ...
Karwi-Rajapur railway (United Provinces).	Great Indian Peninsula railway.	Karwi to Rajapur direct *Alternative.*	Surveyed ...
		Karwi to Rajapur *vid* Pahari.	Do.
Kashmir railway (North-West Frontier Province and Kashmir)	...	...	...
Kasur-Lodhran railway (Punjab) .	North Western State railway.	Kasur to Lodhran *vid* Havali Pakpatan and Mailsi.	Under survey ...
Kathgodam-Naini Tal branch (United Provinces).	Rohilkund and Kumaon railway.	Kathgodam and Naini Tal ...	Not surveyed ...
Kavali (or Bitragunta)-Udayagiri railway (Madras) (*New project*).	...	...	...
Khagaria-Darbhanga Chord (Bengal).	...	...	...
Khamgaon-Jalna railway (Central Provinces and Nizam's Hyderabad).	Great Indian Peninsula railway.	Khamgaon and Jalna ...	Surveyed ...
Khandwa-Akola-Nanded railway (Central Provinces and Nizam's Hyderabad).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Khandwa and Nanded ...	Surveyed ...
Khanpur-Chachran railway (Punjab).	North Western State railway.	Khanpur and Chachran ...	Surveyed ... ...
Khijadia-Amreli railway (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway.	Khijadia and Amreli... ...	Partly surveyed ...
Kissengunge-Jalpaiguri railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Kissengunge and Jalpaiguri ...	Surveyed ... ...
Kotri (or Hyderabad)-Karachi light railway (Bombay).	...	...	...
Krishnagar-Jalanghi railway (Bengal).	Eastern Bengal State railway.	Krishnagar and Jalanghi ...	Surveyed ... ...

*With second hand materials and rolling stock. With

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
...	...	...	See "Jullundur Doab group lines."
...	...	...	
5' 6"	29	...	Negotiations are in progress for the construction of this line by the Delhi-Umballa-Kalka Railway Company.
...	...	...	See "Sylhet District tramways."
3' 3⅜"	34·42	10,75,736	
2' or 2' 6"	34·5	...	This line is designed to carry the produce of the manganese mines in the Ramtek area. The Kamptee-Ramtek railway, which is under construction, supersedes a part of this project.
2' 6"	87	57,85,440	The scheme as originally proposed contemplated a main line from Pathankot *viâ* Palampur, Baijnath, Mundi, Suket, Bilaspur, Nalagarh and Rupar to some point on the North Western State railway between Ludhiana and Sirhind, with branches to Dalhousie, Dharamsala, Sultanpur, Kalka and Simla. A concession was, however, granted to a London syndicate for the construction of the section from Pathankot to Palampur with a branch to Dunera. The concession has since lapsed.
Not stated	25	...	This branch was proposed by the Karauli Durbar with a view to undertaking earthwork as a measure of famine relief. It will connect Karauli with the Nagda-Muttra railway at Gungapur.
...	...	...	See "Sylhet District tramways."
5'·6"	70	56,00,000	
5' 6"	18·84	7,75,938	
5' 6"	21·21	8,41,951	
...	...	...	See "Saraikala-Abbottabad-Srinagar railway".
5' 6"	210	...	Negotiations are in progress for the construction of this line by the Southern Punjab Railway Company. It will comprise a large portion of the Changa Manga-Pakpatan project. The Ludhran Mailsi section, 30·7 miles, was surveyed by the North Western State railway administration in 1904 and estimated to cost Rs. 17,94,793 on the 5' 6" gauge.
2'	15	12,00,000	This line was proposed by private enterprise in 1895 and a concession was granted for its construction, which lapsed in 1898.
...	...	...	See "Bitragunta (or Kavali)-Udayagiri railway".
...	...	...	See "Darbhanga-Khagaria Chord."
2' 6"	93·55	32,65,151	
3' 3⅜"	252·25	1,90,00,000	This line will form the northern portion of the through metre gauge connection between railways in Northern and Southern India.
5' 6"	23·27	16,79,458	The line will connect with Mithankot by means of a steam ferry between that place and Chachran. The project report and estimates have been forwarded for the consideration of the Bhawalpur Durbar at whose request the survey has been carried out.
3' 3⅜"	10½	...	This line was proposed by the Baroda Durbar with a view to undertaking earthwork as a measure of famine relief. The Machhala-Amreli section, about 6 miles, has been surveyed by the Durbar. The Durbar has since proposed its extension *viâ* Chalala and Khamba to Velan Bunder.
3' 3⅜"	63·67	27,65,021	The line will afford an alternative route, *viâ* the Raraghat-Katihar railway for traffic between Calcutta and Darjeeling. The Government of Bengal generally approves of the construction and proposed alignment of the line but is of opinion that it should not be taken in hand till some experience has been gained of the trend of traffic on the new Katihar-Godagari extension, which would probably affect the traffic of this line.
...	...	...	See "Light railways in Sind."
2' 6"	56·10	16,28,906*	The detailed project and estimates for this line have been received, but are held in abeyance pending proposals from the Government of Bengal.

new materials and rolling stock the cost is Rs. 18,41,500.

Statement of railway and tramway projects

Name of projects, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
K—*concld.*			
Kumbakonam-Mannargudi branch (Madras).	South Indian railway ...	Kumbakonam and Mannargudi...	Surveyed ... ...
Kunch-Madhogarh railway (United Provinces).	Great Indian Peninsula railway. (Indian Midland).	Kunch *vid* Jalaon to Shankerpur on the Jumna opposite Auriya Branch from Jalaon to Madhogarh.	Do. ... Do. ...
Kurla-Trombay railway (Bombay)	Great Indian Peninsula railway.	Kurla and Trombay ...	Do. ...
Katwa-Ahmadpur railway (Bengal)	East Indian railway.	Katwa and Ahmadpur ...	Do. ... ...
Kyangin—Nattalin railway (Burma) (*New project*).	Burma railways ...	Kyangin on the west bank of the Irrawaddy to a point on the Prome line near Nattalin or Paungde.	Under survey ...
L.			
Lakh (or Belapur)-Sangamner branch (Bombay).	...	...	...
Lalgola-Gheria extension (Bengal)	...	...	...
Larkhana-Kambar-Shahdadpur railway (Bombay).	North Western State railway.	Larkhana and Shahdadpur ...	Surveyed ... ...
Lashio-Kunlong extension (Burma.)	Burma railways ...	Lashio to the Kunlong ferry. The alternative routes are :—	
		(1) Hsenwi (Theinni) ...	Reconnoitred ...
		(2) Hsupkyet (Supkyet) ...	Reconnoitred ...
Light railways in Sind (Bombay)—			
The lines comprised in the scheme are :—			
(1) Mirpur Khas-Jhudo ..	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Jhudo ...	Under survey ...
(2) Mirpur Khas-Sangur ...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Mirpur Khas and Sangur ...	Not surveyed ...
(3) Shadipalli-Mehoo Suboo...	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli and Mehoo Suboo ...	Do. ...
(4) Shadipalli-Samara with a possible extension thereof to meet (5).	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Shadipalli *vid* Samara to a point on (5).	Do. ...
(5) Chhor-Tatta	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Chhor and Tatta	Do. ...
(6) Mirpur Buttora-Dhindee...	...	Mirpur Buttora on (5) to Dhindee	Do. ...
(7) Belo-Shahbunder ...	...	Belo on (5) to Shahbunder ...	Do. ...
(8) Hyderabad (or Kotri)-Karachi.	Jodhpur-Bikaner railway (Jodhpur-Hyderabad).	Hyderabad (or Kotri) *vid* Tatta to Karachi.	Do. ...
or Tatta-Karachi ...	...	Tatta to Karachi	Do. ...
Lower Sind branches (Bombay)—			
The lines at present comprised in the scheme are :—			
(1) Badin-Jungshahi ...	North Western State railway.	Badin and Jungshahi ...	Surveyed ... ...
(2) Tando Muhammed Khan-Mirpur Buttora.	Do. ...	Tando Muhammed Khan and Mirpur Buttora.	Do. ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
3′ 3⅜″	22·57	18,60,533	See "Remarks" against "Nidamangalam-Vedaraniem railway" which comprises the "Nidamangalam-Mannargudi" section of this line.
5′ 6″	36	13,43,968	A certain amount of earthwork was carried out in 1906 by the United Provinces Government as a measure of famine relief.
5′ 6″	16	5,92,143	
5′ 6″	5·45	...	The survey has been completed and the results are awaited.
5′ 6″	31½	28,22,765	The line will probably be constructed by the East Indian railway as part of their undertaking, and the point of junction with the loop line will probably be at Sainthia instead of at Ahmadpur.
3′ 3⅜″	30	...	
...	...	...	See "Belapur (or Lakh)—Sangamner branch."
...	...	...	See "Gheria extension."
2′ 6″	32·2	11,68,118	On the 5′ 6″ gauge the cost is estimated at Rs. 19,31,676 and for a light line Rs. 13,07,000.
3′ 3⅜″	90	1,01,41,298	The Theinni route is considered in every way inferior to the Supkyet route.
3′ 3⅜″	93¼	1,03,54,840	
3′ 3⅜″	47·50	...	A Karachi firm applied in 1905 for permission to form a company in England with a capital of £250,000 for financing these lines. The negotiations however, failed as the firm ultimately reported to the Secretary of State their inability to raise the necessary capital in England.
...	...	...	In 1907 the firm put forward definite proposals for the construction by a company from capital to be raised in India of the (1) Mirpur Khas-Jhudo line on the basis of the Branch line terms of 1896 without a guarantee or rebate. The commencement of work on the line has been authorized on certain conditions. The firm also propose to construct on similar terms line No. (2), the terminus being at Khadro instead of at Sangur.
...	...	...	
...	...	...	
...	...	...	
...	...	...	
...	...	...	
...	...	...	
5′ 6″	70	37,41,833	These lines, as well as the Hyderabad-Badin branch, which is now open, were projected as light feeders to the North Western State railway in the country lying between the Indus river and the Runn of Cutch. The Chhor-Tatta and the Mirpur Buttora-Dhindee lines proposed under the Sind Light railways scheme partially cover the alignment of these branches.
5′ 6″	33	17,19,269	

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
M.			
Mandla-Bilaspur railway (Central Provinces).	...	...	...
Mandra-Basal railway (Punjab) ...	North Western State railway.	Mandra to Basal *viâ* Chakwal, Bhon and Pindi Gheb.	Under survey ...
Mangaldai tramway (Eastern Bengal and Assam).	...	Rangamatighat to Ghagrapara	Reconnoitred by the promoters.
Margao-Karwar railway (Bombay and Portuguese territory.)	Southern Mahratta Railway. (West of India Portuguese.)	Margao to Sadasivgarh ferry, opposite Karwar.	Reconnoitred ...
Mariyamanahalli branch extension (Madras) (*New project*).	Southern Mahratta railway (Hospet-Kottur).	Ramanamalai to the extreme South of Sander.	Under survey ...
Mauli-Nathdwara branch (Rajputana).	Udaipur-Chitor railway...	Mauli and Nathdwara ...	Surveyed ...
Miraj-Bijapur branch (Bombay) .	Southern Mahratta railway.	Miraj and Bijapur ...	Not surveyed ...
Mirpur Buttora-Dhindee light railway (Bombay).	...	...	...
Mirpur Khas-Sangur (Khadro) light railway (Bombay).			
Mirzapur-Maihar Chord (United Provinces and Central India).	East Indian railway ...	Mirzapur and Maihar ...	Reconnoitred ...
Miyagam-Sinor branch (Bombay)	Bombay, Baroda and Central India railway.	Miyagam and Sinor ...	Surveyed ...
Moulmein-Myawaddy railway (Burma).	Burma railways ...	From Battery point north of Moulmein to Myawaddy.	Do. ...
Moulmein-Ye railway (Burma) .	Do. ...	From Battery point north of Moulmein to Ye.	Do. ...
Munsar-Ramtek branch (Central Provinces).	...	...	...
Murshidabad-Azimganj link (Bengal).	Eastern Bengal State railway.	Murshidabad and Azimganj ...	Surveyed ...
Murtajapur-Pisgaon railway (Central Provinces).	Great Indian Peninsula railway.	Murtajapur *viâ* Yeotmal, Darwha and Karinza to Pisgaon including branches to the coal-fields.	Do. ...
Mustafabad-Unao (or Cawnpore bridge) railway (United Provinces) (*New project*).	...	...	...
Muttra-Aligarh railway (United Provinces).	Bombay, Baroda and Central India railway. (Rajputana-Malwa).	Muttra and Aligarh The alternative projects are :—	
		(1) Muttra *viâ* Brindaban with a new bridge near that place over the Jumna and thence direct to Aligarh.	Surveyed ...
		(2) Muttra *avoiding* Brindaban and utilising the existing bridge over the Jumna at Muttra and thence direct to Aligarh.	Do. ...
Muttra-Hathras link (United Provinces).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Muttra and Hathras ...	See "remarks" ...
Muzaffarpur-Darbhanga chord (Bengal).	Bengal and North-Western railway. (Tirhoot section).	Muzaffarpur and Darbhanga ...	Surveyed ...
Muzaffarpur-Sitamarhi chord (Bengal).	...	...	...
Myingyan-Natogyi light railway . (Burma).	Burma railways ...	Myingyan and Natogyi ...	Surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
...	...	...	See "Bilaspur-Mungeli-Mandla railway."
2' 6"	100	...	This line has been recommended for construction by the Government of the Punjab to open up the country north of the Salt Range.
2' 6"	35	7,00,000	This line was proposed by private enterprise, but the project fell through owing to the inability of the Local Administration to offer the guarantee asked for.
Not stated, apparently 3' 3⅜"	36½	28,00,000	This line has been proposed to open up communication with Karwar, which is practically cut off from all intercourse with the outer world during the south-west monsoon when the coasting steamers cease running. About 30 miles of the line will be situated in Portuguese territory and the remainder in British territory.
3' 3⅜"	20	...	This line has been proposed by Messrs. Jambon and Co., for the efficient working of their manganese quarries. It will be constructed by the Southern Mahratta Railway Company on the assisted siding terms.
3' 3⅜"	14·75	4,72,698	This line will be constructed by the Mewar Durbar who proposed it.
...	77	...	The Barsi Light Railway Company contemplate the construction of this line as an extension of their 2' 6" gauge railway, but definite proposals have not yet been submitted.
...	...	...	See under "Light railways in Sind."
5' 6"	140	1,55,00,000	This line was proposed by the East Indian railway. It is not considered to be of sufficient importance at present to require investigation.
2' 6"	20	5,76,032	The line has been proposed by the Baroda Durbar in whose territory it will entirely lie.
3' 3⅜"	77·85	1,00,18,542	The line is open to construction by private enterprise.
3' 3⅜"	94·06	83,32,198	
...	...	...	See under "Kamptee-Deolapar railway."
5' 6"	5·82	18,05,616	The project consists practically of a bridge over the Bhagirathi river below Azimganj and its approaches. It has since been abandoned.
2' 6"	150	55,48,000	Since the close of the year proposals have been submitted to the Secretary of State for the construction of this line by a company to be domiciled in England.
...	...	...	See against "Allahabad-Rae Bareli-Cawnpore railway."
5' 6"	40·80	40,54,603	The question of agency for the construction and working of this line has not yet been decided, and no decision on this point is likely to be arrived at till the Nagda-Muttra railway has been opened and its effect on trade observed.
Do.	38·25	33,53,688	
See "remarks."	...	...	Sanction has been accorded to the preparation of plans and estimates for this line on the 5' 6" gauge.
3' 3⅜"	38·38	...	This line supersedes the "Muzaffarpur-Mohammadpur chord" mentioned in the previous year's statement. The surveys have been completed and the detailed project and estimates are awaited.
...	...	...	See "Tewaraha-Sitamarhi branch."
3' 3⅜"	18·75	11,62,500	The detailed project and estimates are awaited.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
M—concld.			
Mymensingh-Netrokona extension (Eastern Bengal and Assam).	...	...	...
Mysore-Tellicherry railway (Mysore and Madras).	Southern Mahratta railway (Mysore section).	Mysore and Tellicherry ...	Surveyed ...
N.			
Nachoul-Rampur Boalia-Gopalpur railway (Eastern Bengal and Assam). (*New project*)	Eastern Bengal State railway, Ranaghat-Godagari-Katihar extension.	Mile 85·8 of the Katihar-Godagari extension near Nachoul to Abdulpur, 12 miles from Saraghat.	Do. ...
Nadiad-Kapadvanj-Meghraj railway (Bombay).	Bombay, Baroda and Central India railway.	Nadiad *vid* Kapadvanj to Meghraj Branch from Malpur to Godhra.	Under survey ...
Nagpur-Barosa branch (Central Provinces).	Bengal-Nagpur railway	Nagpur and Barosa ...	See remarks ...
Nagpur-Chhindwara railway (Central Provinces).	Do. ...	Nagpur and Chhindwara ...	Under survey ...
Nagpur-Itarsi railway (Central Provinces).	Great Indian Peninsula railway.	Nagpur *vid* Katol, Pandhurna, Multai and Betul to Itarsi.	Surveyed ...
		Branch to the Pench Valley collieries, from near Amla to Hardagarh	Under survey ...
Nanjangud-Erode railway (Mysore and Madras).	Southern Mahratta railway (Mysore section).	Nanjangud and Erode ...	Surveyed ...
Nar-Nadiad loop (Bombay) ...	Bombay, Baroda and Central India railway (Petlad-Cambay).	Nar and Nadiad ...	Surveyed ...
Nattore-Rampur Boalia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Nattore and Rampur Boalia. ...	Surveyed ...
Nawadah-Madhupur (or Baidyanath)-Nalhati (Bengal).	East Indian railway ...	Nawadah and Nalhati ...	Not surveyed ...
Nerbudda Valley light railway (Central India).	...	...	...
Nidamangalam-Vedaraniem railway (Madras).	South Indian railway ..	Nidamangalam to Mannargudi...	Surveyed ...
		Mannargudi to Tiruturaipundi ...	Not surveyed ...
		Tiruturaipundi to Vedaraniem ...	Surveyed ...
P.			
Paddapenki-Parvatipur branch (Madras).	...	...	...
Palni-Satyamangalam railway (Madras).	...	Palni to Satyamangalam with a branch from—	Surveyed ...
		Satyamangalam to Mettupalaiyam.	Do. ...
Panchkura-Luff Point (Bengal) .	Bengal-Nagpur railway.	Panchkura and Luff Point ...	Not surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
...	...	...	See under "Dacca-Mymensingh railway extensions".
2′ 6″	144·69	81,00,000	The principal objects of this line are to open up parts of the Mysore plateau and the Malabar district and to give the coffee and other products of Coorg access to Mysore and to the seaport of Tellicherry.
3′ 3⅜″	50·5	45,39,971	This line is alternative to the branch from Nattore *viâ* Shampur to mile 86 on the Katihar-Godagari extension, see "Calcutta-Ranaghat-Rampur Boalia railway.
2′ 6″	112	...	Proposals for the construction of this line by private enterprise are under consideration.
2′ 6″	47·04	23,34,145	The detailed project is based on the surveys carried out by the Great Indian Peninsula railway on 5′ 6″ gauge in connection with the Nagpur-Itarsi line. This project covers part of the proposed Nagpur-Chhindwara railway.
2′ 6″	80	...	The early construction of this line was urged by the Hon'ble the Chief Commissioner, Central Provinces, in order to develope trade in manganese ore and to enable Nagpur to obtain cheap coal for its mills, etc., from the Pench Valley deposits.
5′ 6″	*230	*3,68,00,000	A portion of the main line, Nagpur to Katol, 37 miles, is under survey and the alignment of about 23 miles between Katol and Bailana is under examination.
5′ 6″	*30	*42,00,000	The line will be constructed and worked by the Great Indian Peninsula railway.
3 3⅜″	120·70	1,23,03,700	This line will link up the Southern Mahratta and the South Indian railway systems. A length of 33·70 miles, which lies in Mysore territory and is estimated to cost Rs. 20,81,761, has been sanctioned for construction by, and at the cost of, the Mysore State, but the Durbar do not propose to construct this section until the British section is put in hand.
5′ 6″	20·25	11,56,713	This line was proposed by the Baroda Durbar in whose territory it will mostly lie. The Durbar has since expressed a desire to construct it on the 2′ 6″ gauge instead of on the 5′ 6″ gauge and had the Nar-Piej section, 17 miles, surveyed on the 2′ 6″ gauge by the agency of the Bombay, Baroda and Central India railway.
3′ 3⅜″	24·43	11,14,875	This line is alternative to the "Shampur-Nattore" project, see "Calcutta-Ranaghat-Rampur Boalia railway." It has been deferred pending a decision on the question of bridging the Ganges at some point between Sara and Godagari.
...	...	...	This line will probably be constructed by the East Indian railway.
...	...	...	See "Barwaha-Bodeli light railway."
3′ 3⅜″	8·33	5,82,616	This line comprises the Nidamangalam-Mannargudi section of the Kumbakonam-Mannargudi line and has been proposed by the District Board of Tanjore. The Government of Madras have since the close of the year, urged the simultaneous construction of the Nidamangalam-Mannargudi and Tiruturaipundi-Vedaraniem sections of the line out of the accumulated surplus of the Tanjore District Board, who have applied for a concession to construct the lines. The application is under consideration.
...	...	...	
3′ 3⅜″	20·20	10,88,359	
...	...	...	See "Dusi-Salur light railway".
3′ 3⅜″	84·36	84,33,040	
3′ 3⅜″	17·53	25,03,225	
5′ 6″	25	...	This project was proposed by the Bengal-Nagpur Railway Company in 1900, coupled with proposals for establishing an export coal depôt at Luff Point. The latter question was investigated in 1903 by a Commission, whose conclusions were that a coal depôt at Luff Point would be of little use to the industry as a whole; that, though practicable, it would probably be costly; that it is not at present desirable to establish one at Luff Point; and that if established it should be in the hands of the Port Commissioners of Calcutta. The Government of India decided that the Port Trust of Calcutta should have the first refusal of constructing any such depôts or jetties at Luff Point or in its neighbourhood, and that, should that body decline to undertake the work, Government would be prepared to consider definite proposals from any substantial private firm or company for undertaking the combined scheme at its own risk and responsibility.

* Approximate.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
P—*concld.*			
Pandharpur-Miraj extension (Bombay).	Barsi Light railway ...	Pandharpur and Miraj ...	Surveyed ... ...
Panruti-Trichinopoly railway (Madras).	...	...	...
Parlakimedi-Baruva light railway (Madras).	...	...	...
Pathankot-Baijnath (or Palampur) (Punjab).	...	...	...
Pathar Kandi Bazar-Magura Cherra tramway (Eastern Bengal and Assam).	...	...	...
Patiala-Jakhal railway (Punjab) ...	North Western State railway (Rajpura-Bhatinda).	Patiala and Jakhal ...	Surveyed ...
Patiala-Jakhal railway extension (Punjab).	North Western State railway (Southern Punjab).	Jakhal *vid* Hissar, Loharu and Kanaud to Narnaul.	Not surveyed ...
Patti-Kasur railway (Punjab) ...	North Western State railway (Amritsar-Patti).	Patti to Kasur	Surveyed ...
Pegu-Syriam railway (Burma) ...	Burma railways ...	Pegu and Syriam	Surveyed ...
Pertabganj-Bhimnagar railway (Bengal).	Bengal and North-Western railway (Tirhoot section).	Pertabganj and Bhimnagar ...	Under survey ...
Phaphamau-Rae Bareli railway (United Provinces). (*New project.*)	...	...	...
Phaphund-Auriya railway (United Provinces).	...	...	...
Phirangipuram-Gurzala branch (Madras).	Southern Mahratta railway.	Phirangipuram and Gurzala ...	Surveyed ...
Phulbari-Sumjhia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Phulbari and Sumjhia ...	Surveyed ...
Pilibhit-Barmdeo branch (United Provinces).	Rohilkund and Kumaon railway (Lucknow-Bareilly).	Pilibhit and Barmdeo ...	Surveyed ...
Pilibhit-Shahjahanpur railway (United Provinces).	Rohilkund and Kumaon railway. (Lucknow-Bareilly).	Pilibhit and Shahjahanpur ...	Surveyed ... ...
Pokhrayan-Auriya branch (United Provinces).	Great Indian Peninsula railway.	Pokhrayan and Auriya ...	Reconnoitred ...
Prome-Magwe-Meiktila extension (Burma).	Burma railways ...	Prome and Meiktila ...	Not surveyed ...
Prome-Zadabin railway (Burma).	...	...	...
Puri-Astrang branch (Bengal) ...	Bengal-Nagpur railway.	Puri and Astrang	Not surveyed ...
Pyinmana-Magwe railway (Burma)	Burma railways ...	Pyiwin to Kyanzu	Surveyed ... ...
		Kyanzu to Magwe	Under survey ...
R.			
Rae Bareli-Dalmau link (United Provinces). (*New project.*)	...	...	...
Raichur-Wondalli railway (Nizam's Hyderabad).	Great Indian Peninsula railway.	Raichur and Wondalli ...	Surveyed by the promoters.

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
2' 6"	77	...	The survey has been completed but the detailed project has not yet been received by the Railway Board. Definite proposals are also awaited from the Barsi Light Railway Co. for the construction of this line.
...	...	...	See "Trichinopoly-Panruti railway."
...	...	...	See under "Ganjam District light railways".
...	...	...	See "Kangra Valley railway".
...	...	...	See under "Sylhet District tramways".
5' 6" / 3' 3⅜"	54·35	34,00,519 / 24,83,437	This line has been proposed by the Patiala Durbar and would form a chord between the Rajpura-Bhatinda and the Southern Punjab railways. It will probably be constructed on the 5' 6" gauge and financed by the Patiala and Jhind Durbars. The Patiala Durbar contemplate the raising of a company on a guarantee of 4½ %, the subjects and officials of the Native State only being eligible as shareholders.
...	131	...	This line has been proposed by the Durbars interested. The proposals are under consideration.
5' 6"	27·46	26,07,538	The Secretary of State has sanctioned the grant of a concession to the Amritsar-Patti Railway Company for the construction of this line as an extension of their existing railway. The preliminary agreement is under preparation.
3' 3⅜"	67·68	53,30,934	This line is open to construction by private enterprise.
3' 3⅜"	13·75	...	The Pertabganj-Birpur-Ghoraghat line was originally proposed to take the place of the existing Pertabganj-Khanwaghat section, which will be abandoned. Owing however to the erosion of the Kosi river at Birpur, Bhimnagar has been proposed to be the terminus of the line.
...	...	...	See against "Allahabad-Rae Bareli-Cawnpore railway."
...	...	...	See "Auriya-Phaphund railway."
3' 3⅜"	50·64	12,59,641	
3' 3⅜"	13·48	4,41,745	
3' 3⅜"	38·75	12,91,844	The line will be an extension of the Lucknow-Bareilly railway and will serve the lower Kumaon and the forests on the banks of the Sarda river. Proposals for its construction by the Rohilkund and Kumaon Railway Company under the Branch line terms of 1896 have been submitted to the Secretary of State.
3' 3⅜"	56·72	...	The Rohilkund and Kumaon Railway Company urged to be allowed to construct on the metre gauge a railway from Pilibhit *viâ* Shahjahanpur to Sitapur, but the Secretary of State has approved of the construction by the Company of the Pilibhit-Shahjahanpur section only, the remainder being superseded by the Rosa-Sitapur line to be constructed as an integral part of the Oudh and Rohilkhand State railway.
2' 0"	28	7,28,000	The surveys have been completed but the detailed project has not yet been received. The line was reconnoitred in 1899 but the results have not yet been submitted.
3' 3⅜"	176	1,13,00,000	This line was recommended in 1895 by the Chief Commissioner of Burma as one that would tap the prosperous oil fields at Yenanchoung.
...	...	...	See "Assam-Burma connection railway."
5' 6"	34	27,20,000	This line will, it is stated, have a certain protective value in famine times and, if aligned parallel to the sea shore and about 6 or 8 miles away, will pass through thickly populated tracts.
3' 3⅜"	54·09	39,34,029	This line was proposed by the Government of Burma in 1905 with a view to providing useful work in case famine should occur in the adjoining dry zone districts.
3' 3⅜"	66	...	
...	...	...	See against "Allahabad-Rae Bareli-Cawnpore railway."
2' 6"	43	12,53,336	This line was proposed by a syndicate to serve the Wondalli gold mines and the proposals were approved by the Secretary of State in 1900, but the scheme has not advanced. It will form a feeder to the Great Indian Peninsula and Madras railways.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
R—*concld.*			
Raipur-Khurda railway (Central Provinces and Bengal).	Bengal-Nagpur railway...	Raipur and Khurda ...	Partly reconnoitred ...
Rameswaram-Danishkodi extension (Madras). (*New project.*)	South Indian Railway ...	Rameswaram and Danishkodi ...	Surveyed ... ...
Rangamatighat-Ghagrapara tramway (Eastern Bengal and Assam).	...	...	...
Rangiya-Tezpur railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Rangiya and Tezpur ...	Surveyed ... ...
Rawalpindi-Murree railway (Punjab).	North Western State railway.	Rawalpindi and Murree ...	Reconnoitred by the promoter.
Rewah-Sutna railway (Central India).	...	Rewah and Sutna	Surveyed ... ...
Rosa-Sitapur railway (United Provinces).	Oudh and Rohilkhand State railway.	Rosa and Sitapur	Surveyed ... ...
Rowsara-Khagaria light railway (Bengal).	Bengal and North-Western railway (Tirhoot section).	Rowsara and Khagaria ...	Apparently reconnoitred by the District Engineer, Monghyr.
S.			
Saidpur-Titalia branch (Eastern Bengal and Assam).	Eastern Bengal State railway.	Saidpur and Titalia ...	Surveyed ... ...
Sainthia-Berhampore railway (Bengal). (*New project.*)	East Indian railway ...	Sainthia *vid* Kandi to the right bank of the Bhagirathi opposite Berhampore.	Surveyed ...
Salem-Attur branch (Madras) ...	Madras railway ...	Salem and Attur	Surveyed ... ...
Salem-Porto Novo railway (Madras).	Madras railway ...	Salem and Porto Novo ...	Surveyed ... ...
Samastipur-Rowsara light railway (Bengal).	Bengal and North-Western railway (Tirhoot section).	Samastipur and Rowsara ...	Not surveyed ...
Samastipur-Rowsara-Shankarpura extension (Bengal).	Bengal and North-Western railway (Tirhoot section).	Samastipur and Shankarpura ...	Surveyed ...
Sambalpur-Khurda railway (Central Provinces and Bengal).	Bengal-Nagpur railway	Sambalpur and Khurda ...	Surveyed ... ...
Santipur-Kalna extension (Bengal)	Eastern Bengal State railway.	Santipur and Kalna	See "Remarks" ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
5′ 6″	295½	3,02,51,043	This line was proposed as an alternative to the Sambalpur-Khurda railway. The Raipur-Sonpur section, 160 miles, was reconnoitred, the remaining portion being surveyed as part of the Sambalpur-Khurda railway. The Raipur-Vizianagram railway, which is now under construction, supersedes a section of this line.
3′ 3⅜″	11'30	3,20,237	This will form a link in the projected Indo-Ceylon connection if the proposed ferry service be established between Danishkodi and Manaar in Ceylon.
...	...	...	See "Mangaldai tramway."
3′ 3⅜″	72'34	27,19,983	This line is strongly supported by the Government of Eastern Bengal and Assam on the grounds that it would serve an important tea district in the Mangaldai sub-division and afford a powerful stimulus to the reclamation of the savannah country which is becoming gradually settled with time-expired garden coolies. Detailed project report and estimates for the line are awaited.
3′ 3⅜″	40	36,88,537	This line was proposed by private enterprise. The estimates are for an electric railway excluding interest during construction and maintenance and promotion charges. Including these charges the estimated cost is Rs. 44,78,537. The project appears to have been abandoned by the promoter.
2′ 6″	32	7,61,810	This line will connect with the East Indian railway at Sutna. It was proposed with a view to providing relief on the occurrence of scarcity in the Rewah State. The Durbar contemplate the construction of the line on the 5′ 6″ gauge.
5′ 6″	51'36	38,74,471	This line supersedes the Shahjahanpur-Sitapur section of the Pilibhit-Sitapur railway proposed by the Rohilkund and Kumaon Railway Company. The Secretary of State has approved of its construction as an integral part of the Oudh and Rohilkhand State railway.
Not stated, probably 2′ 6″	44	10,00,000	This line was proposed by the District Board of Monghyr in 1905. In conjunction with the Samastipur-Rowsara light railway proposed by the District Board of Darbhanga, it will form a chord between Samastipur and Khagaria stations on the Tirhoot railway. The District Board have signified their intention of withdrawing their proposal in favour of the Darbhanga-Khagaria and Samastipur-Shankarpura extensions proposed by the Bengal and North-Western railway, provided that the line is taken in hand before the end of 1908.
3′ 3⅜″	66	29,84,000	This project has been held over until the site for the new Ganges bridge and the system of lines connected with it are finally settled.
5′ 6″	40	...	The detailed project estimates are awaited.
5′ 6″	36'06	17,59,555	In 1903 the Secretary of State sanctioned the construction of this line as a State railway, but the commencement of work was not authorized pending provision of funds. The District Board of Salem has since expressed a desire to construct it on the metre gauge, but no decision has yet been come to as to how the capital required for its construction is to be raised.
3′ 3⅜″	116	69,86,000	This line also passes through Attur and therefore comprises the Salem-Attur project. It was proposed in 1887 as a famine protective line by the Government of Madras. The approximate cost on the 5′ 6″ gauge is estimated at Rs. 86,00,000.
Not stated, probably 2′ 6″.	17⅓	6,25,000	The District Board of Darbhanga proposed the construction of this line through the agency of a company under Bengal Tramways Act III of 1883. The Bengal and North-Western railway have since proposed an alternative line from Samastipur to Shankarpura *vid* Rowsara and the District Board have intimated their willingness to withdraw their proposal in favour of the latter line if its construction is undertaken within a reasonable time.
3′ 3⅜″	28'10	...	This line has been proposed by the Bengal and North-Western railway and is alternative to the Samastipur-Rowsara light railway put forward by the District Board of Darbhanga. It joins the Darbhanga-Khagaria chord at Shankarpura (mile 25 from Khagaria). The surveys have been completed and the detailed project and estimates are awaited.
5′ 6″	190	2,37,00,000	The Government of Bengal has urged the early construction of this line by the State on administrative and political grounds.
2′ 6″	...	...	This line will be an extension of the Ranaghat-Krishnagar light railway. Since the close of the year, orders have issued for the preparation of detailed plans and estimates for the extension and for connecting the existing light railway with Ranaghat station on the Eastern Bengal State railway. The scheme comprises the following:— (1) Conversion of the present broad gauge sidings from Ranaghat to Aistalaghat on the Churni river to 2′ 6″ gauge. (2) Construction of a new bridge over the Churni river for the passage of 2′ 6″ gauge trains. (3) Construction of a new line from Ghoralia on the light railway to Kalnaghat *vid* Santipur city and from Santipur city to Santipur station on the light railway. (4) Laying of a 2′ 6″ gauge track from mile 19 on the light railway to Krishnagar city station on the Ranaghat-Godagari railway.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
S—*contd.*			
Sara bridge (Eastern Bengal and Assam).	...	...	...
Sara-Sirajganj-Jagannathganj railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	(i) Sara to Sirajganj ...	Surveyed ... ...
		(ii) Sirajganj to Brahmaputra right bank.	Do. ...
		(iii) Brahmaputra left bank to Jagannathganj with Subarnakhali branch.	Do. ...
Sarai Kala-Abbottabad-Srinagar railway (North-West Frontier Province and Kashmir).	North Western State railway.	Sarai Kala to Srinagar *vid* Abbottabad	Do. ...
		Alternative Mandra to Srinagar *vid* Panjar...	Do. ...
Satara Road-Satara City railway (Bombay).	Southern Mahratta railway.	Satara Road and Satara City ...	Surveyed ... ...
Sealtick-Lala Bazar tramway (Eastern Bengal and Assam).	...	...	...
Shadipalli-Mehoo Suboo light railway (Bombay).	...	...	...
Shadipalli-Samara light railway (Bombay).			
Shambhuganj-Gauripur branch (Eastern Bengal and Assam).	...	...	...
Shibnibash-Kotchandpur-Magura branch (Bengal).	Eastern Bengal State railway.	The three alignments surveyed and estimated for are—	
		(i) *vid* Khallispur, Durgapur and Jhenida with a branch from Jhenida to Sulkopa.	Surveyed ... ...
			Do. ...
		(ii) *vid* Khallispur and Kaliganj direct to Magura with a branch from Kaliganj to Sulkopa.	Do. ...
			Do. ...
		(iii) *vid* Khallispur, Kaliganj and Jhenida with a branch from Jhenida to Sulkopa.	Do. ...
			Do. ...
Shwebo-Thabeitkyin railway (Burma).	Burma railways ...	Shwebo and Thabeitkyin ...	Surveyed ... ...
Shwebo-Yeu light railway (Burma).	Burma railways ...	Shwebo and Yeu	Surveyed ...
Sihor-Palitana branch (Kathiawar, Bombay).	Bhavnagar-Gondal-Junagad-Porbandar railway.	Sihor and Palitana	Surveyed ... ...
Silchar-Duarbund tramway (Eastern Bengal and Assam).	...	...	...
Silchar-Tikalpur tramway (Eastern Bengal and Assam).			
Sind Light railways	...	...	...
Singarayakonda-Kanigiri railway (Madras). (*New project.*)	Madras railway ...	Singarayakonda and Kanigiri ...	Under survey ...
Singhjani-Sherpore-Nalitabari railway (Eastern Bengal and Assam).	...	...	...
Singia-Madaripur-Chandpur railway (Bengal and Eastern Bengal and Assam).	Eastern Bengal State railway	Singia and Bhedarganj ...	Surveyed ... ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

Gauge. (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
...	...	...	See " Ganges bridge at Godagari or Sara ".
5' 6"	49·48	62,09,669	The estimates exclude the cost of a steam ferry across the Brahmaputra river amounting to Rs. 9,30,000.
5' 6"	3·22	3,70,008	The project has been held over pending a decision on the question of a bridge over the Ganges at Sara.
3' 3⅜"	26·05	15,38,521	
5' 6"	200	2,98,85,284	The project, as now revised, provides for a 5' 6" gauge line from Sarai Kala to Juba, 75¼ miles, worked as part of the North Western State railway, and for a metre gauge line worked by the Durbar from Juba to Srinagar, 119¾ miles, the portions within British and Kashmir territories being constructed and owned by the Government of India and the Durbar, respectively. The question of the electrification of the metre gauge section is under consideration, but it is probable that at the commencement it will be worked with steam.
3' 3⅜"	203	2,44,93,474	
5' 6"	182	3,02,04,184	The length and estimated cost of the sections resurveyed are as follows :—
3' 3⅜"	185	2,42,66,519	Gauge. 5' 6" — Length. Miles. 51 — Cost. Rs. 79,49,856 Sarai Kala to Abbottabad with a ruling grade of 1 in 50. Gauge. 3' 3⅜" — Length. Miles. 109·18 — Cost. Rs. 1,57,88,835 Kashmir frontier to Srinagar with a ruling grade of 1 in 40. Resurveys are in progress on the Abbottabad-Juba and Juba-Kashmir frontier sections.
3' 3⅜"	10	7,01,910	The Government of Bombay recommend the abandonment of the project for the present.
...	...	...	See under " Cachar District tramways ".
...	...	...	See under " Light railways in Sind ".
...	...	...	See under " Dacca-Mymensingh railway extensions ".
5' 6"	51·75	49,94,494	This branch was proposed on the 2' 6" gauge by a Calcutta firm in 1896 and is alternative to the Bongong-Kotchandpur line put forward by the late Bengal Central railway on the 5' 6" gauge. The Government of India expressed a preference for the former line and decided that it should be constructed on the same gauge (5' 6") as the parent line. Of the alignments examined, the Manager, Eastern Bengal State railway, recommends No. (iii), the branch to Sulkopa being postponed until the trend of traffic on the Kumar river north of Magura has been definitely ascertained.
5' 6"	12·00		
5' 6"	48·00	53,07,874	
5' 6"	19·75		
5' 6"	55	52,49,115	
5' 6"	12		
3' 3⅜"	30·05	14,42,845	This line was proposed to tap the Kabwet collieries and to open up the Ruby Mines district. If it stops at Letkobin, in which case the collieries will be served equally well, the length would be 22·75 miles and cost Rs. 9,93,840.
3' 3⅜"	22·09	...	This line has been designed to open up the country to be irrigated by the Shéwbo and Yeu canals. The project estimates are awaited.
3' 3⅜"	17	5,20,791	This line was proposed by the Palitana Durbar, by whom it will probably be constructed. It would facilitate pilgrimages to the sacred shrines of Palitana to which pilgrims flock twice a year and would also form part of the direct route to the port of Shiah Bet on the south coast of Kathiawar.
...	...	...	See " Cachar District tramways ".
...	...	...	See " Light railways in Sind ".
Not stated, probably 2' 6".	39	...	The Government of Madras have recommended the construction of this line from the famine insurance fund in consideration of its protective value.
...	...	...	See under " Dacca-Mymensingh railway extensions ".
5' 6"	82·15	1,92,65,833	The cost by sections is as follows— Length. Miles. — Cost. Rs. Singia to Madaripur ... 63·34 — 1,23,46,885 Madaripur to Bhedarganj ... 18·81 — 69,18,948 The Madaripur-Bhedarganj section is considered impracticable on the grounds of cost.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
S—*concld.*			
Sirajganj-Ullapara railway (Eastern Bengal and Assam).	Eastern Bengal State railway.	Sirajganj and Ullapara ...	Surveyed by the promoters
Sonaripur-Ramnagar ghat extension (United Provinces).	...	...	...
Sonepat-Saharanpur branch (Punjab and United Provinces).	East Indian railway (Delhi-Umballa-Kalka).	Sonepat and Saharanpur ...	Not surveyed ...
Sointilla-Sonpur branch (Bengal) .	Bengal-Nagpur railway .	Sointilla and Sonpur ...	Surveyed ... ...
Southern Shan States railway (Burma).	Burma railways . .	Thazi and Sinhe near Taunggyi...	Under survey ...
Sri Madhopur-Borawar Chord (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Borawar ...	Not surveyed ...
Sri Madhopur-Sikar branch (Rajputana).	Bombay, Baroda and Central India railway (Rajputana-Malwa).	Sri Madhopur and Sikar ...	Surveyed ... ...
Srimangal-Manumukh tramway (Eastern Bengal and Assam).	...	...	...
Sutang-Madna tramway (Eastern Bengal and Assam).			
Sylhet District tramways—			
Sutang-Madna tramway(Eastern Bengal and Assam).	Assam-Bengal railway.	Sutang and Madna ...	Reconnoitred by the promoters.
Srimangal-Manumukh tramway (Eastern Bengal and Assam).		Srimangal and Manumukh ...	Do. ...
Kalaura-Chhatak tramway (Eastern Bengal and Assam).		Kalaura and Chhatak *vid* Sylhet	Do. ...
Karimganj-Chandi Khira tramway (Eastern Bengal and Assam).		Karimganj and Chandi Khira with a branch from Pathar Kandi-Bazar to Magura Cherra.	Do. ...
T			
Tadwale-Latur extension (Nizam's Hyderabad and Bombay). *(New project.)*	Barsi Light railway ...	Tadwale and Latur ...	Under survey ...
Tando Muhammed Khan-Mirpur Buttora branch (Bombay).	...	...	...
Taragupet (Bangalore)-Chikballapur light railway (Mysore).	...	...	...
Taungup branch (Burma) ...	...	...	...
Tewaraha-Sitamarhi branch (Bengal).	Bengal and North-Western railway. (Tirhoot section.)	Tewaraha and Sitamarhi ...	Surveyed ... ...
Tinnevelly-Tiruchendur railway (Madras).	South Indian railway ...	Tinnevelly and Tiruchendur ...	Surveyed ... ...
Trichinopoly-Thondi branch (Madras).	South Indian railway ...	Trichinopoly and Thondi ...	Not surveyed ...

DIX 38-A—*continued.*

corrected up to 31st December 1907.

auge (5)	Length. (6)	Estimated cost. (7)	REMARKS. (8)
	Miles.	Rs.	
2' 6"	18	11,00,000	This line was proposed for construction by private enterprise in the interests of jute and other traffic, with the help of a guarantee from the District Board of Pabna. The project appears to have been abandoned by the promoters.
...	...	...	See " Dudhwa branch extension to Ramnagar ghat ".
5' 6"	60	48,00,000	
5' 6"	48·24	30,62,444	This branch was projected to connect at Sonpur the Raipur-Vizianagram railway with the Sambalpur-Khurda line.
3' 3⅜"	109·8	...	This line was projected in order to afford railway communication between the wheat-growing districts in the Southern Shan States and the port of Rangoon. The results of a survey completed in 1907 show that the cost of the line will be Rs. 2,24,94,226, but that it can be built at a much less cost if at certain sections of the line different alignments are followed. Further surveys have accordingly been ordered.
3' 3⅜"	...	...	This chord has been suggested in order to reduce the through metre gauge mileage between Delhi and Karachi.
3' 3⅜"	30·68	8,69,413	
...	...	...	See under " Sylhet District tramways ".
2' 6"	30	11,54,407	These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The proposals fell through owing to the inability of the local administration to guarantee interest on capital at 3 per cent. per annum which the promoters had asked for.
2' 6"	22½	8,81,567	
2' 6"	53	20,04,376	The Kalaura-Chhatak project is superseded by the Kalaura-Sylhet line, which is now under construction.
2' 6"	43	12,00,000	
2' 6"	37	...	
...	...	...	See " Lower Sind branches ".
...	...	...	See " Bangalore (Taragupet)—Chikballapur light railway ".
...	...	...	See under " Assam-Burma connection railway ".
3' 3⅜"	30·05	...	This branch supersedes the " Muzaffarpur-Sitamarhi chord." It starts from mile 19 from Muzaffarpur on the projected Muzaffarpur-Darbhanga chord. The surveys have been completed and the detailed project and estimates are awaited.
3' 3⅜"	37·60	20,52,003	This line has been proposed by the District Board of Tinnevelly from whom proposals for its financing are awaited.
3' 3⅜"	86	37,50,000	A part of this scheme will probably be financed by the District Board of Madura.

Statement of railway and tramway projects

Name of project, and, in brackets, the province in which it is situated. (1)	Existing railway system with which the project is connected at the initial point. (2)	Initial and terminal points. (3)	Whether surveyed or not. (4)
Trichinopoly-Panruti railway (Madras).	South Indian railway ...	Trichinopoly *vid* Srirangam, Tiruppattur, Parambalur, Volcondah, Parlore and Adiyur to Panruti.	Surveyed ...
Tumsar Road-Katangi railway (Central Provinces).	Bengal-Nagpur railway...	Tumsar Road to Katangi ...	Surveyed ... ...
		Sidings to serve the mines ...	Do. ... ...
V.			
Vadnagar (or Visnagar)-Vijapur extension (Bombay).	...	...	...
Vaigai Valley railway (Madras) .	South Indian railway ...	Ammayanayakkannur to Kotagudi with extensions :—	
		(*i*) Periyakulam to Krishnama Naik's tope.	See "Remarks" ...
		(*ii*) Near Theni (mile 39) to Uttamapalaiyam.	
Visnagar (or Vadnagar)-Vijapur extension (Bombay).	Bombay, Baroda and Central India railway (Gaekwar's Mehsana).	Visnagar to Vijapur	Surveyed ... ...
		Alternative. Vadnagar to Vijapur ...	Do. ... ...
Vizianagram-Bimlipatam branch (Madras).	Bengal-Nagpur railway	Vizianagram and Bimlipatam ...	Not surveyed ...
Y.			
Yerragudipad-Jammalamadugu branch (Madras).	Madras railway ...	Yerragudipad and Jammalamadugu.	Surveyed ... ...
Z.			
Zadabin-Zibingyi railway (Burma)	...	...	...
Zankavav-Vajipur railway (Bombay.)	Bombay, Baroda and Central India railway. (Gaekwar's Kosamba-Zankavav railway).	Zankavav and Vajipur	Surveyed ... ...

DIX 38-A—*concluded.*

corrected up to 31st December 1907.

Gauge.	Length.	Estimated cost.	REMARKS.
(5)	(6)	(7)	(8)
	Miles.	Rs.	
3′ 3⅜″	93·39	...	This line takes the place of the proposed Trichinopoly-Tirukkoyilur railway which was recommended by the Madras Government in 1899 in substitution of the Salem-Porto Novo project and was also recommended by the Railway Commission of 1903 as part of the 5′ 6″ gauge route connecting India and Ceylon. The detailed project and estimates are awaited.
5′ 6″	32·89	20,40,477	This line has been projected in order to serve the manganese mines in the Central Provinces.
5′ 6″	10	5,44,435	
...	...	...	See "Visnagar (or Vadnagar)-Vijapur extension".
2′ 6″	55	See "Remarks"	This line was surveyed by a syndicate who estimated an approximate outlay of Rs. 29,377 per mile. A concession was granted to the syndicate in 1901, but in 1905 they renounced it owing to their inability to raise the capital required.
2′ 6″	5		A large portion of this project is covered by the Ammayanayakkanur-Uttamapalaiyam line proposed by the District Board of Madura.
2′ 6″	18		
3′ 3⅜″	16	5,34,280	This line will lie entirely within the territory of the Baroda Durbar who now favour the alignment from Vijapur to Vadnagar, which, together with the Durbar's existing Kalol-Vijapur railway, will form a chord between the Rajputana-Malwa and the Gaekwar's Mehsana railways.
3′ 3⅜″	16·92	...	
5′ 6″	15	9,39,000	In 1905 a Madras firm urged the construction of this line by the State in the interests of traffic in manganese, but the scheme is not supported by the Government of Madras.
2′ 6″ 5′ 6″	24·05	10,45,904 12,46,831	
...	...	...	See "Assam-Burma connection railway".
2′ 6″	37·12	...	This will be an extension of the Kosamba-Zankavav railway which is now under construction. It was surveyed by the Bombay, Baroda and Central India railway in 1903, but no detailed project has yet been submitted.

APPENDIX 39.

Statement showing the total working expenses on the principal railways in India during the year 1907 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

5′ 6″ GAUGE LINES.

Number.	RAILWAY SYSTEM. (*Vide* APPENDIX 38.)	Total working expenses.	GROSS RECEIPTS. APPENDIX 18.		TRAIN-MILES. APPENDIX 18.		TON-MILES INCLUDING DEAD WEIGHT. APPENDIX 18.	
			Item No. 21.	*Item No. 89.*	*Item No. 22.*	*Item No. 90.*	*Item No. 73.*	*Item No. 109.*
			Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
		(In lakhs.)	(In lakhs.)	(In lakhs.)	(In thousands.)	(In thousands.)	(In millions.)	(In millions.)
1 (*a*)	Bengal-Nagpur	134·15	66·61	132·57	2,625·79	3,785·14	692·84	1,817·04
	Ratio	...	1	2·11	1	1·44	1	2·62
2 (*a*) to (*g*)	Bombay, Baroda and Central India ...	106·88	83·54	152·50	2,554·91	1,711·84	670·02	1,095·42
	Ratio	...	1	1·83	1·49	1	1	1·63
3 (*a*)	Eastern Bengal State	103·42	58·32	98·19	2,216·06	1,545·40	546·89	784·60
	Ratio	...	1	1·68	1·43	1	1	1·43
4 (*a*) to (*d*).	East Indian	335·46	270·06	552·94	8,530·86	10,698·77	2,677·27	6,533·11
	Ratio	...	1	2·05	1	1·25	1	2·44
5 (*a*) to (*f*).	Great Indian Peninsula	362·90	203·53	473·61	8,507·60	9,258·71	2,185·94	4,081·90
	Ratio	...	1	2·33	1	1·09	1	1·87
6 (*a*) to (*d*).	Madras	148·04	87·28	127·33	2,618·37	2,785·90	622·03	1,071·57
	Ratio	...	1	1·46	1	1·06	1	1·72
7 (*a*) & (*b*).	Nizam's Guaranteed State ...	18·14	12·08	38·35	380·20	765·33	103·57	315·37
	Ratio	...	1	3·17	1	2·01	1	3·04
8 (*a*) to (*g*).	North Western State	398·51	242·13	521·73	9,703·77	10,187·64	2,352·88	5,075·88
	Ratio	...	1	2·15	1	1·04	1	2·16
9 (*a*) & (*b*).	Oudh and Rohilkhand State ...	118·24	83·87	89·03	3,187·61	2,113·16	721·42	921·68
	Ratio	...	1	1·06	1·51	1	1	1·28

APPENDIX 39—*concld.*

Statement showing the total working expenses on the principal railways in India during the year 1907 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

3′ 3⅜″ GAUGE LINES.

Number.	RAILWAY SYSTEM. (*Vide* APPENDIX 38.)	Total working expenses.	GROSS RECEIPTS. APPENDIX 18.		TRAIN-MILES. APPENDIX 18.		TON-MILES * INCLUDING DEAD WEIGHT. APPENDIX 18.	
			Item No. 21.	*Item No. 89.*	*Item No. 22.*	*Item No. 90.*	*Item No. 73.*	*Item No. 109.*
			Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
		(In lakhs.)	(In lakhs.)	(In lakhs.)	(In thousands)	(In thousands)	(In millions.)	(In millions.)
10 (*a*)	Assam-Bengal	42·50	19·19	26·68	734·52	1,037·06	134·88	247·52
	Ratio	...	1	1·39	1	1·41	1	1·84
11 (*a*) & (*b*).	Bengal and North-Western ...	73·05	72·88	91·89	2,915·59	2,585·86	546·03	742·14
	Ratio	...	1	1·26	1·13	1	1	1·36
13 (*a*) to (*d*).	Bhavnagar-Gondal-Junagad-Porbandar	12·68	15·46	11·08	470·36	276·22	69·42	57·31
	Ratio	...	1·40	1	1·70	1	1·21	1
14 (*a*) & (*b*)	Burma	107·83	73·97	91·84	2,128·61	3,272·45	460·11	742·46
	Ratio	...	1	1·23	1	1·54	1	1·61
8 (*b*) and (*c*).	Eastern Bengal State	60·60	44·94	49·51	1,521·91	1,337·84	243·08	379·25
	Ratio	...	1	1·10	1·13	1	1	1·56
7 (*c*)	Hyderabad-Godavari Valley ...	14·81	11·98	19·73	415·20	549·59	76·40	112·37
	Ratio	...	1	1·65	1	1·32	1	1·47
17 (*a*) to (*c*).	Jodhpur-Bikaner	19·67	16·58	20·70	599·55	673·77	111·60	142·94
	Ratio	...	1	1·25	1	1·12	1	1·28
2 (*h*) to (*n*).	Rajputana-Malwa	140·41	105·13	173·68	4,074·24	4,547·60	711·72	1,299·07
	Ratio	...	1	1·65	1	1·12	1	1·82
19 (*a*) & (*b*).	Rohilkund and Kumaon	12·88	12·24	14·06	478·90	485·09	130·51	119·91
	Ratio	...	1	1·15	1	1·01	1·18	1
20 (*a*) to (*f*).	South Indian	76·53	87·77	64·65	2,739·34	2,253·29	450·90	481·73
	Ratio	...	1·36	1	1·21	1	1	1·07
21 (*a*) to (*k*).	Southern Mahratta	80·96	48·62	84·64	1,969·99	2,931·23	324·81	621·64
	Ratio	...	1	1·74	1	1·49	1	1·91

APPENDIX 40.

Memorandum by the Railway Board on the results of Indian Railway working, 1907-1908, and proposals for 1908-1909, as published in the Financial Statement.

CAPITAL EXPENDITURE.

The capital expenditure during the year 1907-1908 will amount to Rs. 15,00,00,000 (£10,000,000), being more than half a crore in excess of the expenditure for the year 1906-1907.

2. For the year 1908-1909 the estimate provides for spending a sum of 15 crores (£10,000,000), which is the same as the programme for 1907-1908.

3. Under the head of lines already open, including the provision for additional rolling stock, the amount expended in 1907-1908 will be 1,109¼ lakhs (£7,394,600), showing an increase of 187 lakhs in the expenditure under the same head for the previous year. Under the same heads in 1908-1909 provision is made for 1,149 lakhs (£7,659,200).

4. A comparison showing capital expenditure for 1908-1909 and the previous five years is contained in the following statement:—

	Lines already open, including additional rolling-stock.	Lines under construction.		Total.	Equivalent in sterling.
		Started in previous years.	Started in current year.		
	Lakhs.	Lakhs.	Lakhs.	Lakhs.	£
1903-1904 (actual expenditure) .	5,58·77	3,13·68	84·62	9,57·07	6,380,468
1904-1905 („ „) .	5,02·76	4,86·91	88·62	10,78·29	7,188,600
1905-1906 („ „) .	7,68·19	5,49·46	32·26	13,49·91	8,999,430
1906-1907 („ „) .	8,92·21	5,28·91	26·50	14,47·62	9,658,100
1907-1908 (latest grants) . .	11,09·19	3,90·81	...	15,00·00	10,000,000
1908-1909 (proposed grants) .	11,48·88	3,31·12	20·00	15,00·00	10,000,000

5. The information showing in detail how the expenditure in 1907-1908 and 1908-1909 will be distributed is contained in statement A attached to this memorandum. The programme for 1908-1909 contemplates an outlay of Rs. 15 crores.

6. The mileage of lines of all gauges open to traffic on 1st April 1907 was 29,303 and under construction 2,629; on 1st April 1908 there will be 30,287 open and 1,987 under construction. At the end of the coming year there will be 1,066 miles under construction.

RAILWAY REVENUE ACCOUNT.

7. The railways of India, taken as a whole, have for a succession of years shown a balance to the credit of general revenues, after allowing for working expenses, interest on capital expended, charges for annuities in redemption of capital and miscellaneous railway expenditure. The following table shows the

APPENDIX 40—*contd.*

approximate figures for 1907-1908 compared with the actual results for the previous five years :—

[Figures in rupees, omitting 000.]

	Gross receipts.	Working expenses.	Interest charges, etc.	Surplus of Revenue over Expenditure.	Equivalent in sterling.
	Rs.	Rs.	Rs.	Rs.	£
Actuals—					
1901-1902 . . .	30,38,90	14,23,85	14,83,06	1,26,99	846,600
1902-1903 . . .	30,20,08	14,74,08	15,11,66	34,34	228,900
1903-1904 . . .	32,38,68	15,56,72	15,47,86	1,29,10	860,700
1904-1905 . . .	36,03,37	16,94,32	15,93,23	3,15,82	2,105,500
1905-1906 . . .	36,89,12	*16,95,16	16,93,67	3,00,29	2,001,900
1906-1907 . . .	39,35,41	19,28,39	16,60,87	3,46,15	2,307,700
†*Estimate*—					
1907-1908 . . .	41,56,72	21,53,62	17,13,89	2,89,21	1,928,100

* NOTE.—The figures to end of 1904-1905 include the companies' shares of surplus profits, now shown under interest charges, etc.

† Excluding Local Fund transactions.

Compared with the results of the previous year the figures for 1907-1908 show a decrease of Rs. 56,94,000 (£379,600). The receipts are more by Rs. 2,21,31,000 (£1,475,400), the working expenses are higher by Rs. 2,25,23,000 (£1,501,500), while interest charges, etc., have increased by Rs. 53,02,000 (£253,500).

GROSS RECEIPTS.

8. In 1906-1907 the gross receipts of railways showed a large improvement over those of the previous year consequent on the opening of new lines, development of traffic on existing lines, a heavy coal traffic on the East Indian railway, and large movements of food grains chiefly on the North Western, Eastern Bengal and Indian Midland railways. On the Great Indian Peninsula railway there was a falling off in traffic in food grains and cotton owing to short crops and production being below the average.

9. In the current year, while there has been a partial recovery in the earnings of the Great Indian Peninsula railway, the earnings from other railways have continued to expand, notably under coaching traffic on the East Indian railway, and famine traffic on the North Western railway. The earnings of the Burma, Oudh and Rohilkand, Southern Mahratta and Bombay, Baroda and Central India railways also show large increases due to general development of traffic.

10. The more important increases are :—

	Rs.
East Indian	26,45,000
North Western	73,91,000
Oudh and Rohilkhand	15,44,000
Southern Mahratta	13,11,000
Great Indian Peninsula	15,47,000
Burma railways	14,28,000
Bombay, Baroda and Central India	9,23,000
Eastern Bengal	11,17,000

APPENDIX 40—*contd.*

WORKING EXPENSES.

11. The increase in working expenses during the year 1907-08 is estimated to amount to Rs. 2,25,23,000 (£1,501,500).

This increase is due partly to more traffic being carried than was estimated for when the budget was prepared and partly to circumstances which tend to steadily increase the cost of working Indian railways.

12. The rise in the cost of living in India both for Europeans as well as for Indians has necessitated a considerable rise in salaries of the working staff. The high price of grain too has rendered it necessary to grant grain allowances on a large scale.

The enormous rise in the price of coal is a most serious item in increased working expenses and is, moreover, one that seems at the present time to be likely to increase rather than diminish in the future.

13. The steady cause of increased working expenses is the pressing demand for more rapid transport facilities, and more conveniences to the travelling public. These improvements which take time to mature are being steadily carried out, as far as financial considerations permit of their being done. They throw a greater burden on revenue than was the case a few years ago.

OPEN LINE CAPITAL REQUIREMENTS.

14. The total amount allotted during 1908-1909 to open lines, *viz.*, 1,149 lakhs (£7,659,200) out of a total for the year of 1,500 lakhs (£10,000,000), has been divided between open line works and additional rolling-stock approximately as follows:—

		Lakhs. Rs.
1908-1909	Open line works...	601¼
	Rolling-stock	547¾

This shows an increase of 95 lakhs under open line works and a decrease of 55½ lakhs under rolling-stock, in comparison with the provision made under these heads in 1907-1908, the figures for which were as follows:—

		Lakhs. Rs.
1907-1908	Open line works...	506¼
	Rolling-stock	603

The figures for 1907-1908 include the extra grant of 1⅛ crores sanctioned by the Secretary of State during the year which was divided between open line works generally and rolling-stock to the extent of about 115 lakhs and 35 lakhs, respectively.

15. With the present demand of the trade for more rolling-stock on Indian railways the decrease of 55½ lakhs in the provision for rolling-stock for 1908-1909 than during the previous year requires some explanation. Large additions to rolling-stock on a railway cannot be efficiently used unless additions to and improvements in open line works which are required to facilitate the effective working of the additional stock are also carried out.

16. For the year 1907-1908 the amount allotted for rolling-stock was a crore in excess of that allotted for works, and as a great deal of the stock thus obtained will not come into use until the year 1908-1909, the most pressing claims during the coming year are for works to enable the increased stock to be made use of most effectively.

It thus becomes necessary to provide increased funds during 1908-1909 to enable the necessary works and facilities to be carried out simultaneously with the provision of the additional rolling-stock, and it will be observed that the increase in the grant for works largely exceeds the decrease in the grant for rolling-stock.

APPENDIX 40—*contd.*

17. In their previous memoranda the Railway Board have stated that in their opinion the standard of equipment of Indian railways had not been maintained at a rate commensurate with the development of the trade, and within the financial restrictions imposed on them they have devoted as much of the capital at their disposal to meeting the cost of open line requirements including additional rolling-stock as other claims on their resources permitted them to do.

18. For the year 1908-1909 they propose to restrict outlay on new construction as much as is possible, feeling that the demands of open lines for works to meet the requirements of existing trade have the first claim on their resources.

LINES IN PROGRESS AND NEW LINES.

19. Previous to the receipt of the Secretary of State's order regarding the extra 1½ crores for 1908-1909, 280 lakhs had been distributed to lines in progress. It is intended to increase this to 331 lakhs, and accordingly 51 lakhs have been shown in statement A as reserved for this purpose, which includes the 1·10 lakhs, originally allotted to the Bezwada-Masulipatam railway as the District Board of Kistna will meet further capital outlay on this railway from their accumulated revenue and not from Provincial loans.

20. After meeting the requirements of open lines and lines in progress as above 20 lakhs remain for new lines for which no allotment had previously been provided in the detailed statement. This 20 lakhs will be distributed over (1) the Nagpur-Itarsi railway, (2) the Sini-Gurumaishini branch of the Bengal-Nagpur railway—both on the 5′ 6″ gauge. The commencement of the earthwork on the former is considered desirable in order to afford employment to the inhabitants of certain districts where scarcity prevails and funds will be allotted for this purpose. The latter line is 44 miles long and is intended mainly to serve Messrs. Tata & Co.'s Steel and Iron Works which are to be located at Kalimati.

GENERAL.

21. The year 1907-1908 has been one of considerable anxiety and trouble to railway administrations.

There has been considerable unrest among the working staff, which in the case of some lines caused serious dislocation to traffic and heavy losses to both the railways and the trade of the country.

The existence of a very serious famine in Northern India has caused increased difficulties in working traffic, the normal trend of which was entirely changed for a time, so that what would ordinarily have been a large export traffic was suddenly diverted to other destinations the routes to which were not fully provided with sufficient facilities to meet the enormous increase in the traffic required to be carried over them.

22. The railway systems of India are now in a state of transition during which they are endeavouring to deal with the rapid development of traffic with inadequate facilities for doing so. The Railway Board and railway administrations are, however, fully alive to the fact that trade has been expanding more rapidly than railway facilities and capital is being spent as freely as financial considerations permit in developing the carrying power of Indian railways and bringing them up to the requirements of the times, the process must, however, necessarily be a gradual one as a consequence of the restricted funds available for the purpose.

23. Attention is invited to statement B attached to this memorandum which shows proposed new lines which are under negotiation for construction by private companies, and also to statement C which shows the progress of railway construction during the year.

APPENDIX 40—*contd.*

STATEMENT A.

Statement of anticipated capital expenditure on railways, open and under construction, for the year 1908-1909.

[Branch lines under rebate terms are excluded.]

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Grants allotted for 1907-1908.	Distribution of grants during 1908-1909.
(1)	(2)	(3)	(4)
	A.—OPEN LINES.	Rs.	Rs.
	I. (i)—STATE, BY STATE AGENCY.		
	Eastern Bengal—		
1	Main line	96·19	85·90
2	Murshidabad branch		
3	Jodhpur-Hyderabad (British section)	1·93	0·34
	North Western—		
4	Main line	165·85	215·98
5	Kalka-Simla		
6	Khushalgarh-Kohat conversion and Indus bridge	9·48	1·47
7	Rohri-Samasata, doubling	13·65	3·97
8	Shahdara-Sangla	2·65	0·86
9	Jech-Doab (Southern section)	0·96	...
	Oudh and Rohilkhand—		
10	Main line	51·34	31·36
11	Allahabad-Jaunpur	2·74	...
12	Warora Colliery	—1·69	...
13	Amount to complete payment for rolling-stock, see note below	...	119·17
	Total Open lines, State, by State Agency	343·10	459·05
	I. (ii)—STATE, BY AGENCY OF COMPANIES.		
14	Assam-Bengal	2·15	28·91
15	„ „ Land	0·12	...
	Bengal and North-Western—		
16	Tirhoot	21·50	20·02
17	Tirhoot extensions	15·98	8·50
	Bombay, Baroda and Central India—		
18	Main line	33·00	34·31
19	Rewari-Phulera	2·12	...
20	Rajputana-Malwa	36·28	36·09
	East Indian—		
21	Main line		
22	Agra Junction-Belinganj	186·02	147·72
23	Hariharpur-Barakar		
24	Khurja-Hapur		
	Great Indian Peninsula—		
25	Main line	158·68	117·60
26	Agra-Delhi chord	1·30	0·05
27	Bhopal-Itarsi (British section)	1·10	1·00
28	Lonavla-Poona, doubling	...	0·50
	Nizam's Guaranteed State—		
29	Bezwada extension	0·02	0·03
	Rohilkund and Kumaon—		
30	Kachlaghat bridge	0·76	...
	Carried over	459·03	394·73

NOTE TO ITEM 13.—This amount is to complete payment for special additional rolling-stock ordered and partly paid for in 1907-1908 under indent No. 14 of 25th April 1907 for 5' 6" gauge open lines only and is being distributed over both State and Company worked lines. The entry under State is merely a matter of convenience.

APPENDIX 40—*contd.*

Capital expenditure on railways, 1908-1909—contd.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Grants allotted for 1907-08.	Distribution of grants during 1908-09.
(1)	(2)	(3)	(4)
		Rs.	Rs.
	Brought forward	459·03	394·73
	A.—OPEN LINES—*concld.*		
	I. (ii)—State, by Agency of Companies—*concld.*		
	South Indian—		
31	Main line	22·00	28·68
32	Azhikal-Mangalore	6·92	—2·62
33	Madras railway section	4·87	2·30
34	Nilgiri railway	0·15	0·45
35	Travancore branch (Native State section)	—0·03	0·05
36	„ „ (British section)	0·15	0·15
	Southern Mahratta—		
37	Madras railway, North-East line	8·40	...
38	Madras railway section	13·00	7·56
39	Guntakal-Mysore Frontier	0·10	...
	Total Open Lines, State, by Agency of Companies	514·59	431·30
39A	I(iii) further amount for distribution among open lines out of additional grant of 1·50 crores sanctioned by the Secretary of State on 5th March 1908.	...	80·00
	Total	...	80·00
	II.—From Capital of Indian Railway Companies.		
40	Assam-Bengal	26·82	...
	Bengal-Nagpur—		
41	Main line		
42	Midnapur-Jharia		
43	Pench Valley	119·35	65·68
44	Satpura (Jubbulpore-Gondia)		
45	Sini-Midnapur-Cuttack-Calcutta		
	Burma—		
46	Main line		34·27
47	Hlawga-Letpadan, doubling		...
48	Thingangyan-Pegu	56·57	14·00
49	Irrawaddy Bridge, Sagaing		3·00
	Great Indian Peninsula—		
50	Indian Midland	12·44	13·60
	Rohilkund and Kumaon—		
51	Lucknow-Bareilly	2·65	14·00
	Southern Mahratta—		
52	Main line	21·24	33·68
	Total Open Lines, other Companies	239·07	178·23
	III.—From the Capital Account of the old Guaranteed Companies.		
53	Madras railway	42·37	...
54	„ extensions	0·33	...
	Total Open Lines, Guaranteed Companies	42·70	...
	IV.—From Capital of Branch Line Companies with firm Guarantee.		
55	Hardwar-Dehra	0·03	0·30
	Total Open Lines, Branch Line Companies	0·03	0·30

APPENDIX 40—*contd.*

Capital expenditure on railways, 1908-1909—contd.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1906-1907.	Grants allotted during 1907-1908.	Distribution of grants during 1908-1909.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
	B.—CONSTRUCTION OF LINES.	Miles.	Rs.	Rs.	Rs.	Rs.
	I. (i)—State, by State Agency.					
	Lines in Progress.					
56	Coonoor-Ootacamund	12	28·53	15·60	8·73	3·57
	Eastern Bengal—					
57	Forbesganj-Nepal Frontier	7	2·22	1·66	0·65	0·20
58	Golakganj-Gauhati	149	129·87	83·34	16·27	16·00
59	Katihar-Godagari	105	121·72	68·47	23·88	18·00
	Nagda-Muttra—					
60	Main line	340	417·93	224·48	77·31	70·87
61	Baran-Kotah	40	45·92	20·40	13·00	11·00
	North Western—					
62	Kohat-Thal conversion	63	40·80	4·71	8·47	...
63	Thal-Parachinar	60	88·05			
64	Lodhran-Khanewal	57	45·15	7·53	26·70	9·50
65	Loi-Shilman	22	72·30	28·79	17·86	11·60
66	Shorkot Road-Chichoki	131	101·95	3·53	13·96	16·00
	Total	...	...	458·56	206·83	156·74
	I. (ii)—State, by Agency of Companies.					
	Lines in Progress.					
	Assam-Bengal—					
67	Akhaura-Bhairab Bazar	19	19·24	6·50	...	8·00
68	Kalaura-Khoosera	16	7·80	0·32	...	...
	Burma—					
69	Henzada-Kyangin	66	65·05	138·48	42·00	30·50
70	Pegu-Moulmein	121	142·84			
	East Indian—					
71	Bhagalpur-Bausi	31	23·31	5·12	0·49	35·10
72	Hooghly-Katwa	65	58·46	6·59	2·90	
73	Katwa-Barharwa	103	86·37	1·91	7·00	
	Great Indian Peninsula—					
74	Bombay Harbour branch	8	62·21	21·76	5·70	5·00
75	Warora-Bellarpur	38	39·94	29·64	7·48	2·00
	Carried over	...	...	210·32	65·57	80·60

APPENDIX 40—*contd.*

Capital expenditure on railways, 1908-1909—contd.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1906-1907.	Grants allotted during 1907-1908.	Distribution of grants during 1908-1909.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
		Miles.	Rs.	Rs.	Rs.	Rs.
	Brought forward .	...	...	210·32	65·57	80·60
	B.—CONSTRUCTION OF LINES—*concld.*					
	I. (ii)—STATE, BY AGENCY OF COMPANIES—*concld.*					
	Lines in Progress—concld.					
	Southern Mahratta—					
76	Dhone-Kurnool	32	9·66	1·07	4·00	4·48
	TOTAL .	...	...	211·39	69·57	85·08
76A	I (iii). Further amount for distribution amongst lines under construction out of additional grant sanctioned by the Secretary of State on 5th March 1908 . .	...	...	...	...	50·00
	II.—FROM CAPITAL OF INDIAN RAILWAY COMPANIES.					
	Lines in Progress.					
	Assam-Bengal—					
77	Akhaura-Bhairab Bazar	...	...	...	4·41	...
	Bengal-Nagpur—					
78	Gondia-Chanda and Brahmapuri-Nagpur branch . . .	212	117·80	31·39	40·15	22·50
79	Kamptee-Ramtek	17	7·42	3·20	4·22	0·70
80	Nainpur-Mandla	26	11·55	0·99	4·84	5·00
81	Purulia-Ranchi	72	41·08	26·39	9·20	5·00
82	Vizianagram-Parbatipur (Raipur-Vizianagram project) .	49	35·00	4·59	15·89	5·00
	TOTAL .	...	...	66·56	78·71	38·20
	IV.—FROM CAPITAL OF LOCAL BOARDS.					
83	Bezwada-Masulipatam	50	22·93	13·40	5·40	...
	C.—NEW LINES.					
	I. (ii)—STATE, BY AGENCY OF COMPANIES.					
	Great Indian Peninsula—					
84	Itarsi-Nagpur and branch to Pench Valley Coal Fields .	260	410·00	...	...	20·00
	II.—FROM CAPITAL OF INDIAN RAILWAY COMPANIES.					
	Bengal-Nagpur—					
85	Sini-Gurumaishini	44	32·29	...	...	
	Total ...	...	...	...	...	20·00

APPENDIX 40—*contd.*

Capital expenditure on railways, 1908-1909—concld.

(Figures in lakhs and decimals of lakhs.)

No.	Railway.	Distribution of grants for 1908-1909.	
(1)	(2)	(3)	
	ABSTRACT BY OPEN LINES AND CONSTRUCTION.	Rs.	Rs.
	A.—Capital for Open Lines.		
	I. (i) State, by State agency	*459·05	
	I. (ii) State, by agency of Companies	431·30	
	I. (iii) Reserve to be distributed, see item 39 A	80·00	
	II. Indian Railway Companies	178·23	
	III. Branch Line Companies	0·30	
	Total Open Lines		11,48·88
	B.—Capital for Lines in Progress.		
	I. (i) State, by State agency	156·74	
	I. (ii) State, by agency of Companies	85·08	
	I. (iii) Reserve to be distributed, see item 76 A	†51·10	
	II. Indian Railway Companies	38·20	
	III. Branch Line Companies	...	
	Total Lines in Progress		331·12
	C.—Reserve for new lines from the grant of 1·50 crores sanctioned by the Secretary of State on 5th March 1908, see items 84 and 85	20·00	20·00
	GRAND TOTAL		15,00·00
	ABSTRACT SHOWING DISTRIBUTION BY FUNDS.		
I.—From Imperial Funds.	(i) State, by State agency (a) Open Lines	*459·05	
	(b) Construction	156·74	
	Total (i)		615·79
	(ii) State, by agency of Companies (a) Open Lines	431·30	
	(b) Construction	85·08	
	Total (ii)		516·38
	Total I		11,32·17
II.—From Capital of Indian Railway Companies	(a) Open Lines	178·23	
	(b) Construction	38·20	
	Total II		216·43
III.—From Capital of Branch Line Companies with firm Guarantee.	(a) Open Lines	0·30	
	(b) Construction	...	
	Total III		0·30
	Total I to III (a) Open Lines	10,68·88	
	(b) Construction	280·02	13,48·90
	Additional grant for open lines and lines in progress and reserve for new lines to be started in 1908-1909, see items 39A, 76A, 84 and 85	151·10	†151·10
	GRAND TOTAL	15,00·00	15,00·00

* See note under item 13.

† Includes 1·10 lakhs originally allotted to the Bezwada-Masulipatam railway.

APPENDIX 40—*contd.*

STATEMENT B.

Statement showing proposed lines which are under negotiation for construction by private Companies.

No.	NAME OF RAILWAY.	Length.	Estimated cost.	
(1)	(2)	(3)	(4)	(5)
		Miles.	Rs.	
	Bengal—			
1	Behar-Silao	10	2,70,000	This is a tramway.
	Bombay—			
2	Dholka-Dholera	40	18,00,000	Approximate amount.
3	Idar Road to Bramhakhed	32	Not stated.	
4	Nadiad *vid* Kapadvanj to Meghraj with branch from Malpur to Godhra	112	Do.	
	Bombay and Hyderabad (Nizam's)—			
5	Tadwale to Latur	37	Do.	
	Central Provinces—			
6	Murtajapur Pisgaon	150	55,43,000	
	Madras—			
7	Tinnevelly-Tiruchendur	38	20,52,000	
	Punjab—			
8	Jullundur-Doab Group	124	1,00,00,000	Approximate amount.
9	Kaithal-Thanesar	29	Not stated.	
10	Kasur-Lodhran	210	Do.	
11	Patti-Kasur	30	Do.	
	United Provinces and Oudh—			
12	Jalesar Road-Kasganj	50	20,00,000	Approximate amount.
13	Pilibhit-Barmdeo	38¾	12,91,844	This is a tramway.

APPENDIX 40—*contd.*

STATEMENT C.

Memorandum on the construction of railways.

At the commencement of 1907-1908, *i.e.*, on the 1st April 1907, the total length of railways open for traffic was 29,303·37 miles, made up as follows :—

(1)	Miles. (2)	Miles. (3)	Miles. (4)
5′ 6″ gauge—			
(i) State lines worked by the State—			
Eastern Bengal	500·20		
Nagda-Muttra	40·00		
North Western	(*a*) 3,371·71		
Oudh and Rohilkhand	(*b*) 1,223·23		
		5,135·14	
(ii) State lines worked by companies—			
Agra-Delhi Chord (*c*)	125·99		
Azhikal-Mangalore (*d*)	56·35		
Bengal-Nagpur	1,722·12		
Bezwada extension (*e*)	20·58		
Bhopal-Itarsi (*British section*) (*c*)	13·11		
Bombay, Baroda and Central India	(*f*) 504·35		
East Indian	2,165·04		
Godhra-Rutlam-Nagda (*g*)	141·14		
Great Indian Peninsula	1,561·63		
Indian Midland (*c*)	809·85		
Madras (North-East line) (*d*)	(*h*) 498·04		
		7,618·20	
(iii) Companies' lines guaranteed by Government under the old contracts—			
Madras	...	905·01	
(iv) Companies' lines guaranteed by Government under modern contracts—			
Hardwar-Dehra (*i.*)	...	32·04	
(v) Branch line companies' railways assisted by Government under "rebate" terms—			
Amritsar-Patti (*j*)	27·49		
Southern Punjab (*j*)	425·33		
Southern Punjab (Ludhiana) extension	155·05		
Tapti Valley (*g*)	155·48		
		763·35	
Carried over	...	14,453·74	

(*a*) Includes 5·63 miles of military line not used for public traffic and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bhatinda and Kot Kapura, worked over by the North Western State and Rajputana-Malwa railways.

(*b*) Includes 16·79 miles between Burhwal and Bara Banki and 0·59 mile on the Cawnpore Bridge of mixed (5′ 6″ and 3′ 3⅜″) gauge line and 1·81 miles of 3′ 3⅜″ gauge line between the Oudh and Rohilkhand State railway Cantonment and the Bengal and North-Western railway city stations at Benares.

(*c*) Worked by the Great Indian Peninsula Railway Company.

(*d*) Worked by the Madras Railway Company.

(*e*) Worked by His Highness the Nizam's Guaranteed State Railways Company.

(*f*) Includes 39·23 miles of 3′ 3⅜″ gauge line between Viramgam and Wadhwan.

(*g*) Worked by the Bombay, Baroda and Central India Railway Company.

(*h*) Includes 1·89 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Kistna block hut and 1·08 miles of 3′ 3⅜″ gauge line between Kistna block hut and Tadepalli.

(*i*) Worked by the Oudh and Rohilkhand State railway.

(*j*) Worked by the North Western State railway.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward	...	14,453·74	
5′ 6″ gauge—concld.			
(vi) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Delhi-Umballa-Kalka (*a*)	...	162·36	
B. Receiving land only from Government—			
Tarkessur (*a*)	...	22·23	
(vii) Native State lines—			
A. Worked by companies—			
Bhopal-Itarsi (*Native State section*) (*b*)	44·28		
Bhopal-Ujjain (*b*)	113·27		
Bina-Goona-Baran (*b*)	145·63		
Kolar Gold Fields (*c*)	9·88		
Nagda-Ujjain (*d*)	84·32		
Nizam's Guaranteed State	(*e*) 330·13		
Petlad-Cambay (Anand-Tarapur section) (*d*)	21·50		
Petlad-Cambay (Tarapur-Cambay section) (*d*)	12·30		
		711·31	
B. Worked by State railway agency—			
Jammu and Kashmir (*Native State section*) (*f*) and (*g*)	15·98		
Ludhiana-Dhuri-Jakhal (*f*)	78·65		
Rajpura-Bhatinda (*f*)	107·05		
		201·68	
(viii) Leased lines—			
South Behar (*a*)	...	78·76	
Total 5′ 6″ gauge	...	...	15,630·08
3′ 3¾″ gauge—			
(ix) State lines worked by the State—			
Cawnpore-Burhwal (*metre gauge link*)	(*h*) 79·60		
Eastern Bengal—			
Behar, Kaunia-Dhubri and Northern sections (*including the British section of the Santrabari extension and the Ranaghat-Krishanagar and Teesta-Kurigram branches*)	687·42		
Dacca section	85·92		
		852·94	
Carried over	...	852·94	15,630·08

(*a*) Worked by the East Indian Railway Company.
(*b*) Worked by the Great Indian Peninsula Railway Company.
(*c*) Worked by the Madras Railway Company.
(*d*) Worked by the Bombay, Baroda and Central India Railway Company.
(*e*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3¾″) gauge line between Hyderabad and Secunderabad, worked over by the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.
(*f*) Worked by the North Western State railway.
(*g*) The British section of this railway forms an integral part of the North Western State railway.
(*h*) Excludes 3·40 miles of the Lucknow-Bareilly railway between Aishbagh and Daliganj, worked over, but includes 16·79 miles between Burhwal and Bara Banki and 0·59 mile on the Cawnpore Bridge of mixed (5′ 6″ and 3′ 3¾″) gauge line of the Oudh and Rohilkhand State railway.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward	...	852·94	15,630·08
5′ 3⅜″ *gauge*—contd.			
(x) State lines worked by companies—			
Assam-Bengal	775·28		
Bellary-Rayadrug (*a*)	33·35		
Burma	1,340·15		
Guntakal-Mysore Frontier (*a*)	119·50		
Hospet-Kottur (*a*)	48·03		
Jodhpur-Hyderabad (*British section*) (*b*) and (*c*)	123·98		
Lucknow-Bareilly (*d*)	237·04		
Mysore section (Southern Mahratta) (*a*)	296·22		
Nilgiri (*e*)	16·99		
Palanpur-Deesa (*f*)	17·28		
Rajputana-Malwa (*f*)	(*g*) 1,774·86		
South Indian	1,130·00		
Southern Mahratta	1,042·04		
Tinnevelly-Quilon (Travancore) (*British section*) (*h*)	50·48		
Tirhoot (*i*)	658·63		
		7,668·33	
(xi) District Boards' lines—			
Tanjore District Board (*k*)	...	103·36	
(xii) Branch line companies' railways assisted by Government under "rebate" terms—			
Ahmedabad-Dholka (*f*)	33·50		
Ahmedabad-Parantij (*f*)	54·70		
Mymensing-Jamalpur Jagannathganj (*f*)	53·22		
		141·42	
(xiii) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Rohilkund and Kumaon	...	117·87	
B. Subsidized by Local Governments—			
Dibru-Sadiya	...	77·50	
C. Subsidized by District Boards—			
Bengal-Dooars	...	86·40	
D. Receiving land only from Government—			
Bengal and North-Western	993·12		
Bengal Dooars extensions	116·56		
Deoghur	4·79		
		1,114·47	
(xiv) Unassisted companies' lines—			
Ledo and Tikak-Margherita (*k*)	...	8·50	
Carried over	...	10,115·79	15,630·08

(*a*) Worked by the Southern Mahratta Railway Company.
(*b*) Worked by the Jodhpur-Bikaner railway.
(*c*) The Native State section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.
(*d*) Worked by the Rohilkund and Kumaon Railway Company.
(*e*) Worked by the Madras Railway Company.
(*f*) Worked by the Bombay, Baroda and Central India Railway Company.
(*g*) Includes 2·10 miles at Ujjain, 3·07 miles between Agra Cantonment and Jumna East Bank and 0·94 mile between Lahori Gate Cabin and Brewery Cabin, Delhi, laid on the 5′ 6″ gauge, and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Kot Kapura and Bhatinda, worked over by the Rajputana-Malwa and North Western State railways.
(*h*) Worked by the South Indian Railway Company.
(*i*) Worked by the Bengal and North-Western Railway Company.
(*j*) Worked by the Eastern Bengal State railway.
(*k*) Worked by the Assam Railways and Trading Company.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward	...	10,115·79	15,630·08
3′ 3⅜″ gauge—concld.			
(xv) Native State lines—			
A. Worked by Native States—			
Bhavnagar-Gondal-Junagad-Porbandar	(*a*) 334·19		
Bikaner	245·35		
Dhrangadra (*b*)	20·83		
Jamnagar (*b*)	(*c*) 54·22		
Jetalsar-Rajkot (*b*)	46·21		
Jodhpur	463·89		
Morvi	(*d*) 94·64		
Udaipur-Chitor	67·30		
		1,326·63	
B. Worked by Companies—			
Birur-Shimoga (*e*)	37·92		
Gaekwar's Mehsana (*f*)	92·63		
Hindupur (Yesvantpur-Mysore Frontier) (*e*)	51·35		
Hyderabad-Godavari Valley (*g*)	(*h*) 391·13		
Jaipur (*f*)	32·18		
Kolhapur (*e*)	29·27		
Mysore-Nanjangud (*e*)	15·80		
Shoranur-Cochin (*i*)	64·75		
Tinnevelly-Quilon (Travancore) (*Native State section*) (*j*)	57·98		
Vijapur-Kalol-Kadi (*f*)	41·37		
		814·38	
(xvi) Lines in Foreign Territory—			
Karaikkal-Peralam (*j*)	14·65		
Pondicherry (*j*)	7·85		
West of India Portuguese (*e*)	51·10		
		73·60	
Total 3′ 3⅜″ gauge	...	...	12,380·40
2′ 6″ and 2′ 0″ gauges—			
(xvii) State lines worked by the State—			
Dandot Light (2′ 0″) (*k*)	6·18		
Jorhat (2′ 0″)	31·75		
Kalka-Simla (2′ 6″) (*k*)	59·44		
Khushalgarh-Kohat-Thal (2′ 6″) (*k*)	91·73		
Nowshera-Durgai (2′ 6″) (*k*)	40·25		
		229·35	
Carried over	...	229·35	27,960·48

(*a*) Includes 5·23 miles of Bhavnagar Dock estates and Junagad quarry lines.
(*b*) Worked by the Bhavnagar-Gondal-Junagad Porbandar railway.
(*c*) Includes 3·93 miles of the Bedi Bandar Dock estate lines.
(*d*) Includes 20·70 miles of 2′ 6″ gauge line between Vankaner and Morvi.
(*e*) Worked by the Southern Mahratta Railway Company.
(*f*) Worked by the Bombay, Baroda and Central India Railway Company.
(*g*) Worked by His Highness the Nizam's Guaranteed State Railways Company.
(*h*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad, worked over by His Highness the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.
(*i*) Worked by the Madras Railway Company.
(*j*) Worked by the South Indian Railway Company.
(*k*) Worked by the North Western State railway.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	229·35	27,960·48
2′ 6″ and 2′ 0″ gauges—concld.			
(xviii) State lines worked by companies—			
Jubbulpore-Gondia extension (2′ 6″) (*a*) .	250·77		
Morappur-Dharamapuri (2′ 6″) (*b*) . .	18·53		
Raipur-Dhamtari (2′ 6″) (*a*) . . .	56·94		
Tirupattur-Krishnagiri (2′ 6″) (*b*) . .	25·38		
		351·62	
(xix) Assisted companies' lines—			
A. Subsidized by Local Governments—			
Darjeeling-Himalayan (2′ 0″)	51·00		
Thaton-Duyinzaik (2′ 6″)	7·76		
		58·76	
B. Subsidized by District Boards—			
Baraset-Basirhat Light (2′ 6″) . . .	26·06		
Bukhtiarpore-Behar Light (2′ 6″) . .	18·50		
Howrah-Amta Light (2′ 0″) . . .	37·19		
Howrah-Sheakhala Light (2′ 0″). . .	19·75		
Tezpore-Balipara Light (2′ 6″) . . .	20·10		
		121·60	
C. Receiving land only from Government—			
Barsi Light (2′ 6″)	78·50		
Matheran (2′ 0″) (*c*)	12·61		
Powayan Light (2′ 6″) (*d*)	39·50		
		130·61	
(xx) Unassisted companies' lines—			
Tarakeshwar-Magra Light (2′ 6″) . .	...		
		33·27	
(xxi) Native State lines—			
A. Worked by Native States—			
Cutch (2′ 6″)	...	11·67	
B. Worked by companies—			
Gaekwar's Dabhoi (2′ 6″) (*e*) . . .	94·48		
Gwalior Light (2′ 0″) (*c*)	183·53		
Mourbhanj (2′ 6″) (*a*).	32·41		
Parlakimedi Light (2′ 6″) (*a*) . . .	24·62		
Rajpipla (2′ 6″) (*e*)	37·37		
		372·41	
C. Worked by State railway agency—			
Cooch Behar (2′ 6″) (*f*)	...	33·60	
Total 2′ 6″ and 2′ 0″ gauges .	...	...	1,342·89
Total mileage open of all railways on the 31st March 1907 .	...	...	29,303·37

(*a*) Worked by the Bengal-Nagpur Railway Company.
(*b*) Worked by the Madras Railway Company.
(*c*) Worked by the Great Indian Peninsula Railway Company.
(*d*) Worked by the Rohilkund and Kumaon Railway Company.
(*e*) Worked by the Bombay, Baroda and Central India Railway Company.
(*f*) Worked by the Eastern Bengal State railway.

APPENDIX 40—*contd.*

And the mileage under construction or sanctioned for construction on the same date was 3,149·82 miles, as follows :—

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
Eastern Bengal—				
Durgapur Chur line	3·39			
Lalgola to Lalgola Ghat	2·75			
		6·14		
Nagda-Muttra	...	340 50		
North Western—				
Kacha Garhi to mile 22·50	22·50			
Khushalgarh bridge and approaches	3·63			
Lodhran to Khanewal	56·59			
Sangla Hill to Shahdara (near Lahore)	55·57			
Shorkot Road to Chichoki	130·65			
		268·94		
Oudh and Rohilkhand—				
Balamau to Sitapur (*a*)	37·12			
Rosa to Sitapur (*a*)	51·36			
		88·48		
			704·06	
(ii) State lines worked by companies—				
Azhikal-Mangalore—				
Kumbla to Mangalore	...	20 91		
Bengal-Nagpur—				
Kamptee to Ramtek	14·74			
Kandri Branch	2·53			
Sini to Gurumaishini (*a*)	44·00			
Vizianagram to Raipur	310·62			
		371·89		
East Indian—				
Agra direct access	1·75			
Barharwa to Katwa	99·14			
Bhagalpur to Banni	81·04			
Borachuk to Sodepur	4·50			
Chord line between the East Indian and Oudh and Rohilkhand State railways near Moghal Sarai	1·19			
Ghat line to Dhulian	1·06			
Ghat line to Sajimpara	2·50			
Hooghly to Katwa	65·20			
Khurja to Hapur	38·87			
Mile 170⅞ from Howrah on the Jharia branch to Chandore	4·16			
Toposi to Baraboni	9·31			
		258·72		
Great Indian Peninsula—				
Kurla to Mazagaon	6·87			
Mahim link	1·32			
Warora to Balharshah	37·59			
		45·78		
Salem-Attur (*a*)	...	36·06		
			733·36	
Total 5′ 6″ gauge	...	...	...	1,437·42
3′ 3⅜″ gauge—				
(iii) State lines worked by the State—				
Eastern Bengal—				
Forbesganj to the Nepal Frontier	7 40			
Katihar to Godagari	105·00			
Kokrajhar to the Brahmaputra river opposite Gauhati	115·87			
		...	228·27	
Carried over	...	...	228·27	1,437·42

(*a*) Commencement of work not authorized.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward	...	...	228·27	1,437·42
3′ 3⅜″ gauge—concld.				
(iv) State lines worked by companies—				
Assam-Bengal—				
Akhaura to Ashuganj	19·00			
Kalaura to the Khooseara river	16·00			
		35·00		
Burma—				
Neikban to Begayet	66·25			
Thamaing to Malagaon	6·70			
		72·95		
Burma extensions—				
Henzada to Kyangin	65·66			
Pegu to Martaban	121·27			
		186·93		
Dhone-Kurnool	...	32·00		
Nilgiri—				
Coonoor to Ootacamund	...	11·75		
South Indian—				
Portion of the Rameswaram extension	3·17			
Tangachimadam to Port Ampthill	1·71			
Tiruppachetti to Sivagunga	9·00			
		13·88		
Tirhoot—				
Bairagnia to Narkatiaganj	58·05			
Bhagalpur Kachery to Bhagalpur	0·79			
Mansi to Makhana Bazar	16·04			
Narkatiaganj to Bagaha	26·24			
Saharsa to Murliganj	18·61			
		119·73		
			472·24	
(v) District Boards' lines—				
Bezwada-Masulipatam	...	...	49·47	
(vi) Assisted companies' lines—				
A. Subsidized by the Government of India—				
Rohilkund and Kumaon—				
Lalkua to Kashipur	36·43			
Moradabad to Ramnagar	47·69			
			84·12	
B. Subsidized by Local Governments—				
Dibru-Sadiya—				
Talap to Saikhoa Ghat	...	...	8·52	
C. Receiving land only from Government—				
Bengal and North-Western—				
Benares to Jhoosi	72·58			
Burhwal to Sitapur	59·79			
Daronda to Maharajganj	3·90			
Savan to Thawe	17·83			
			154·10	
(vii) Native State lines worked by companies—				
Gaekwar's Mehsana—				
Chanasma to Bechraji	16·74			
Kheralu to Dabhora	7·73			
Manund Road to Harij	21·37			
		45·84		
Jaipur—				
Nawai to Siwai Madhopur	...	40·65		
Sangli	...	5·77		
			92·26	
Total *3′ 3⅜″ gauge*	...	...	...	1,088·98
Carried over	...	...	...	2,526·40

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	...	...	2,526·40
2′ 6″ and 2′ 0″ gauges—				
(viii) State lines worked by the State—				
Jullundur-Kapurthala-Sultanpur (*British section*) (*a*)—				
Jullundur to the British Frontier	...	...	6·80	
(ix) State lines worked by companies—				
Gondia-Chanda (2′ 6″)—				
Gondia to Chanda . . .	148·65			
Nagbhir to Nagpur . . .	63·75			
		212·40		
Jubbulpore-Gondia extension (2′ 6″)—				
Khirsadoh to Sirgora . .	7·76			
Nainpur to Mandla . .	32·14			
		39·90		
Purulia-Ranchi (2′ 6″) . .	...	72·28		
			324·58	
(x) Assisted companies' lines—				
A. Subsidized by District Boards—				
Howrah-Amta Light (2′ 0″)—				
Autpur to Champadanga (*b*) .	9·00			
Autpur to Rajbulhat (*b*) . .	3·50			
			12·50	
B. Receiving land only from Government—				
Dwara-Therria Light (2′ 6″)—				
Dwara to Maolong (*c*) . .	13·50			
Maolong to Therria Ghat (*b*) .	6·00			
		19·50		
Shahdara (Delhi)-Saharanpur Light (2′ 6″)—				
Baraut to Meerut (*b*) . .	30·00			
Delhi-Shahdara to Saharanpur .	95·00			
		125·00		
			144·50	
(xi) Native State lines—				
A. Worked by Native States—				
Cutch (2′ 6″)—				
Anjar to Bhuj . . .	...	27·38		
Dholpur-Bari (2′ 6″) . .	...	19·25		
			46·63	
B. Worked by companies—				
Gwalior Light (2′ 0″)—				
Sabalgarh to Shiupur . .	...	...	66·39	
C. Worked by State railway agency—				
Jullundur-Kapurthala-Sultanpur (*Native State section*)—				
Sultanpur to the British Frontier (*a*) . . .	...	...	22·02	
Total 2′ 6″ and 2′ 0″ gauges .	...	...	...	623·42
Total of all railways under construction or sanctioned for construction on the 31st March 1907	...	...	...	3,149·82

There was thus a grand total of railways completed and in hand on the 1st April 1907, of 32,453·19 miles.

(*a*) Commencement of work not authorized and question of gauge not finally settled.
(*b*) Commencement of work not authorized.
(*c*) Completion deferred.

APPENDIX 40—*contd.*

During 1907-1908, *i.e.*, from the 1st April 1907 to the 31st March 1908, 301·57 miles of new railway have been authorized as follows:—

(1)	Miles. (2)	Miles. (3)	Miles. (4)
3′ 3⅜″ gauge—			
(i) State lines worked by companies—			
South Indian—			
Rameswaram to Danishkodi	...	11·30	
(ii) Assisted companies' lines receiving land only from Government—			
Bengal and North-Western—			
Madho Singh to the Ganges river opposite Mirzapur	10·30		
Mirpur Khas-Jhudo	48 00		
		58·30	
(iii) Native State lines worked by Native States—			
Bikaner—			
Seyangarh to Hissar	135 68		
Jodhpur—			
Degana to Seyangarh	61·35		
		197·03	
Total 3′ 3⅜″ gauge	...	...	266 63
2′ 6″ gauge—			
(iv) Assisted companies' lines subsidized by District Boards—			
Baraset-Basirhat Light—			
Basirhat to Hosanabad	...	8·50	
(v) Native State lines worked by companies—			
Kosamba-Zankavav	...	26·44	
Total 2′ 6″ gauge	...	...	34·94
Total	...	...	301·57

And 985·16 miles have been or are likely to be opened to public traffic as follows:—

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
Eastern Bengal—				
Durgapur Chur Line	*4·51			
Lalgola to Lalgola Ghat	2·75			
		7·26		
North-Western—				
Khushalgarh bridge and approaches	*3·67			
Sangla Hill to Shahdara (near Lahore)	55·57			
		59·24		
			66·50	
(ii) State lines worked by companies—				
Azhikal-Mangalore—				
Kumbla to Mangalore	...	20·91		
Bengal-Nagpur—				
Kamptee to Ramtek	...	*14·24		
East Indian—				
Agra direct access	1 75			
Barharwa to Dhulian	17·35			
Khurja to Hapur	*39·54			
		58·64		
Great Indian Peninsula—		*37·50		*
Warora to Balharshah	...			
Nagda-Muttra—		140·54		
Nagda to Kotah	...		271·83	
Total 5′ 6″ gauge	...	...	...	338·33
Carried over	...	...	...	338·33

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles (5)
Brought forward .	...	...	...	338·33
5′ 3⅜″ gauge—				
(iii) State lines worked by companies—				
Burma extensions—				
Henzada to Danbi . . .	13·50			
Pegu to Martaban . . .	121·27			
		134·77		
Tirhoot—				
Bairagnia to Narkatiaganj . .	*56·62			
Bhagalpur Kachery to Bhagalpur	0·79			
Mansi to Makhana Bazar . .	16·04			
Narkatiaganj to Bagaha Ghat .	26·24			
Saharsa to Murliganj . . .	18·61			
		118·30		
(iv) District Boards' lines—				
			253·07	
Bezwada-Masulipatam . . .	...	...	*49·38	
(v) Assisted companies' lines—				
A. Subsidized by the Government of India—				
Rohilkund and Kumaon—				
Lalkua to Kashipur . . .	36·43			
Moradabad to Ramnagar . .	47·69			
			84·12	
B. Receiving land only from Government—				
Bengal and North-Western—				
Daronda to Maharajganj . .	3·90			
Savan to Thawe	*17·82			
			21·72	
(vi) Native State lines worked by companies—				
Jaipur—				
Nawai to Siwai Madhopur . .	...	*40·66		
Sangli—				
Miraj to Sangli	...	*4·90		
			45·56	
Total 3′ 3⅜″ gauge .	...	...	...	453·85
2′ 6″ gauge—				
(vii) State lines worked by companies—				
Jubbulpore-Gondia extension—				
Khirsadoh to Sirgora . . .	...	*8·43		
Purulia-Ranchi	...	72·28		
			80·71	
(viii) Assisted companies' lines receiving land only from Government—				
Shahdara (Delhi)-Saharanpur—				
Delhi-Shahdara to Saharanpur .	...	...	*93·02	
(ix) Native State lines worked by Native States—				
Dholpur-Bari	...	...	19·25	
Total 2′ 6″ gauge .	...	...	...	192·98
Total .	...	...	...	985·16

* Correction of mileage.

APPENDIX 40—*contd.*

The total length of open line at the commencement of 1908-1909, *i.e.*, on the 1st April 1908, will therefore be 30,286·65 miles, comprising—

(1)	Miles. (2)	Miles. (3)	Miles. (4)
5′ 6″ gauge—			
(i) State lines worked by the State—			
Eastern Bengal	507·47		
North-Western	(*a*)* 3,460·15		
Oudh and Rohilkhand	(*b*) 1,223·23		
		5,190·85	
(ii) State lines worked by companies—			
Agra-Delhi Chord (*c*)	125·99		
Azhikal-Mangalore (*d*)	77·26		
Baran-Kotah (*e*)	40·00		
Bengal-Nagpur	*1,733·36		
Bezwada extension (*e*)	20·58		
Bhopal-Itarsi (*British section*) (*e*)	13·11		
Bombay, Baroda and Central India	(*f*) 504·35		
East Indian	*2,226·09		
Godhra-Rutlam-Nagda (*g*)	141·14		
Great Indian Peninsula	1,599·13		
Indian Midland (*e*)	809·85		
Madras (North-East line) (*h*)	(*i*) 498·04		
Madras and Southern Mahratta	535·75		
South Indian	369·27		
Nagda-Muttra (*g*)	140·54		
		8,834·46	
(iii) Companies' lines guaranteed by Government under the old contracts—			
Madras	...	(*j*)	
(iv) Companies' lines guaranteed by Government under modern contracts—			
Hardwar-Dehra (*k*)	...	32·04	
(v) Branch line companies' railways assisted by Government under "rebate" terms—			
Amritsar-Patti (*l*)	27·49		
Southern Punjab (*l*)	425·33		
Southern Punjab (Ludhiana) extension (*l*)	155·05		
Tapti Valley (*g*)	155·48		
		763·35	
Carried over	...	14,820·70	

(*a*) Includes 5·63 miles of military line not used for public traffic and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bhatinda and Kot Kapura, worked over by the North-Western State and Rajputana-Malwa railways.

(*b*) Includes 16·79 miles between Burhwal and Bara Banki and 0·59 mile on the Cawnpore Bridge of mixed (5′ 6″ and 3′ 3⅜″) gauge line, and 1·81 miles of 3′ 3⅜″ gauge line between the Oudh and Rohilkhand State railway Cantonment and the Bengal and North-Western railway city stations at Benares.

(*c*) Worked by the Great Indian Peninsula Railway Company.

(*d*) Worked by the South Indian Railway Company.

(*e*) Worked by His Highness the Nizam's Guaranteed State Railways Company.

(*f*) Includes 39·23 miles of 3′ 3⅜″ gauge line between Viramgam and Wadhwan.

(*g*) Worked by the Bombay, Baroda and Central India Railway Company.

(*h*) Worked by the Madras and Southern Mahratta Railway Company.

(*i*) Includes 1·89 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Kistna block hut, and 1·08 miles of 3′ 3⅜″ gauge line between Kistna block hut and Tadepalli.

(*j*) Purchased by the State on 1st January 1908 and transferred to "State lines worked by companies" under the headings "Madras and Southern Mahratta" and "South Indian."

(*k*) Worked by the Oudh and Rohilkhand State railway.

(*l*) Worked by the North-Western State railway.

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward	...	14,820 70	
5′ 6″ gauge—contd.			
(vi) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Delhi-Umballa-Kalka (*a*)	...	162·36	
B. Receiving land only from Government—			
Tarkessur (*a*)	...	22·23	
(vii) Native State lines—			
A. Worked by companies—			
Bhopal-Itarsi (*Native State section*) (*b*)	44·28		
Bhopal-Ujjain (*b*)	113·27		
Bina-Goona-Baran (*b*)	145·63		
Kolar Gold-fields (*c*)	9·88		
Nagda-Ujjain (*d*)	34 32		
Nizam's Guaranteed State	(*e*) 330·13		
Petlad-Cambay (Anand-Tarapur section) (*d*)	21·50		
Petlad-Cambay (Tarapur-Cambay section) (*d*)	12·30		
		711·31	
B. Worked by State railway agency—			
Jammu and Kashmir (*Native State section*) (*f*) and (*g*)	15·98		
Ludhiana-Dhuri-Jakhal (*f*)	78·65		
Rajpura-Bhatinda (*f*)	107·05		
		201·68	
(viii) Leased lines—			
South Behar (*a*)	...	78·76	
Total 5′ 6″ gauge	...	...	15,997·04
3′ 3⅜″ gauge—			
(ix) State lines worked by the State—			
Cawnpore-Burhwal (*metre gauge link*)	(*h*) 79·60		
Eastern Bengal—			
Behar, Kaunia-Dhubri and Northern sections (including the British section of the Santrabari extension and the Ranaghat-Krishnagar and Teesta-Kurigram branches)	*680·22		
Dacca section	85·92		
		845·74	
Carried over	...	845·74	15,997·04

(*a*) Worked by the East Indian Railway Company.
(*b*) Worked by the Great Indian Peninsula Railway Company.
(*c*) Worked by the Madras and Southern Mahratta Railway Company.
(*d*) Worked by the Bombay, Baroda and Central India Railway Company.
(*e*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad, worked over by the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.
(*f*) Worked by the North-Western State railway.
(*g*) The British section of this railway forms an integral part of the North-Western State railway.
(*h*) Excludes 3·40 miles of the Lucknow-Bareilly railway between Aishbagh and Daliganj, worked over, but includes 16·79 miles between Burhwal and Bara Banki and 0·59 mile on the Cawnpore Bridge of mixed (5′ 6″ and 3′ 3⅜″) gauge line of the Oudh and Rohilkhand State railway.

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	(3)	Miles. (4)
Brought forward	...	845·74	15,997·04
3′ 3⅜″ *gauge*—contd.			
(x) State lines worked by companies—			
Assam-Bengal	775·28		
Bellary-Rayadrug (*a*)	33·35		
Burma	1,340·15		
Burma extensions	134·77		
Guntakal-Mysore Frontier (*a*)	119·50		
Hospet-Kottur (*a*)	48·03		
Jodhpur-Hyderabad (*British section*) (*b*) and (*c*)	123·98		
Lucknow-Bareilly (*d*)	237·04		
Madras and Southern Mahratta	1,307·51		
Mysore section (Madras and Southern Mahratta) (*a*)	296·22		
Nilgiri (*e*)	16·99		
Palanpur-Deesa (*f*)	17·28		
Rajputana-Malwa (*f*)	(*g*) 1,774·36		
South Indian	865·25		
Tinnevelly-Quilon (Travancore) (*British section*) (*e*)	50 48		
Tirhoot (*h*)	*782·32		
		7,922·51	
(xi) District Boards' lines—			
Bezwada-Masulipatam (*a*)	49·38		
Tanjore District Board (*e*)	103·36		
		152·74	
(xii) Branch line companies' railways assisted by Government under "rebate" terms—			
Ahmedabad-Dholka (*f*)	33·50		
Ahmedabad-Parantij (*f*)	54·70		
Mymensing-Jamalpur-Jagannathganj (*i*)	*53·90		
		142·10	
(xiii) Assisted companies' lines—			
A. Subsidized by the Government of India—			
Rohilkund and Kumaon	...	201·99	
B. Subsidized by Local Governments—			
Dibru-Sadiya	...	77·50	
C. Subsidized by District Boards—			
Bengal-Dooars	...	36·40	
D. Receiving land only from Government—			
Bengal and North-Western	*1,014·83		
Bengal-Dooars extensions	116·56		
Deoghur	4·79		
		1,136·18	
(xiv) Unassisted companies' lines—			
Ledo and Tikak-Margherita (*j*)	...	8·50	
Carried over	...	10,523·66	15,997·04

(*a*) Worked by the Madras and Southern Mahratta Railway Company.
(*b*) Worked by the Jodhpur-Bikaner railway.
(*c*) The Native State section of this railway forms an integral part of the Jodhpur section of the Jodhpur-Bikaner railway.
(*d*) Worked by the Rohilkund and Kumaon Railway Company.
(*e*) Worked by the South Indian Railway Company.
(*f*) Worked by the Bombay, Baroda and Central India Railway Company.
(*g*) Includes 2·10 miles at Ujjain, 3·07 miles between Agra Cantonment and Jumna East Bank and 0·94 miles between Lahori Gate Cabin and Brewery Cabin, Delhi, laid on the 5′ 6″ gauge, and 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Kot Kapura and Bhatinda, worked over by the Rajputana-Malwa and North-Western State railways.
(*h*) Worked by the Bengal and North-Western Railway Company.
(*i*) Worked by the Eastern Bengal State railway.
(*j*) Worked by the Assam Railways and Trading Company.

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward .	...	10,523·66	15,997·04
3′ 3⅜″ gauge—concld.			
(xv) Native State lines—			
A. Worked by Native States—			
Bhavnagar-Gondal-Junagad-Porbandar .	(*a*) 334·19		
Bikaner	245·35		
Dhrangadra (*b*)	20·83		
Jamnagar (*b*)	(*c*) 54·22		
Jetalsar-Rajkot (*b*)	46·21		
Jodhpur	463·89		
Morvi	(*d*) 94·64		
Udaipur-Chitor	67·30		
		1,326·63	
B. Worked by companies—			
Birur-Shimoga (*e*)	37·92		
Gaekwar's Mehsana (*f*)	92·63		
Hindupur (Yesvantpur-Mysore Frontier) (*e*) .	51·35		
Hyderabad-Godavari Valley (*g*) . . .	(*h*) 391·13		
Jaipur (*f*)	72·84		
Kolhapur (*e*)	29·27		
Mysore-Nanjangud (*e*)	15·80		
Sangli (*e*)	4·90		
Shoranur-Cochin (*i*)	64·75		
Tinnevelly-Quilon (Travancore) (*Native State section*) (*i*)	57·98		
Vijapur-Kalol-Kadi (*f*)	41·37		
		859·94	
(xvi) Lines in Foreign Territory—			
Karaikkal-Peralam (*i*)	14·65		
Pondicherry (*i*)	7·85		
West of India Portuguese (*e*) . . .	51·10		
		73·60	
Total 3′ 3⅜″ gauge .	...	...	12,783·83
2′ 6″ and 2′ 0″ gauges—			
(xvii) State lines worked by the State—			
Dandot Light (2′ 0″) (*j*)	6·18		
Jorhat (2′ 0″)	31·75		
Kalka-Simla (2′ 6″) (*j*)	59·44		
Kohat-Thal (2′ 6″) (*j*)	62·16		
Nowshera-Durgai (2′ 6″) (*j*) . . .	40·25		
		199·78	
Carried over .	...	199·78	28,780·87

(*a*) Includes 5·23 miles of Bhavnagar Dock estates and Junagad quarry lines.

(*b*) Worked by the Bhavnagar-Gondal-Junagad-Porbandar railway.

(*c*) Includes 3·93 miles of the Bedi Bandar Dock estate lines.

(*d*) Includes 20·70 miles of 2′ 6″ gauge line between Vankaner and Morvi.

(*e*) Worked by the Madras and Southern Mahratta Railway Company.

(*f*) Worked by the Bombay, Baroda and Central India Railway Company.

(*g*) Worked by His Highness the Nizam's Guaranteed State Railways Company.

(*h*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad, worked over by His Highness the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways.

(*i*) Worked by the South Indian Railway Company.

(*j*) Worked by the North-Western State railway.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)
Brought forward	...	199·78	28,780·87
2′ 6″ and 2′ 0″ gauges—concld.			
(xviii) State lines worked by companies—			
Jubbulpore-Gondia extension (2′ 6″) (*a*)	*258·53		
Morappur-Dharmapuri (2′ 6″) (*b*) ..	18·53		
Purulia-Ranchi (2′ 6″) (*a*)	72·28		
Raipur-Dhamtari (2′ 6″) (*a*)	56·94		
Tirupattur-Krishnagiri (2′ 6″) (*b*)	25·38		
		431·66	
(xix) Assisted companies' lines—			
A. Subsidized by Local Governments—			
Darjeeling-Himalayan (2′ 0″)	51·00		
Thaton-Duyinzaik (2′ 6″)	7·76		
		58·76	
B. Subsidized by District Boards—			
Baraset-Basirhat Light (2′ 6″)	26·06		
Bukhtiarpore-Behar Light (2′ 6″)	18·50		
Howrah-Amta Light (2′ 0″)	37·19		
Howrah-Sheakhala Light (2′ 0″)	19·75		
Tezpore-Balipara Light (2′ 6″)	20·10		
		121·60	
C. Receiving land only from Government—			
Barsi Light (2′ 6″)	78·50		
Matheran (2′ 0″) (*c*)	* 12·76		
Powayan Light (2′ 6″) (*d*)	39·50		
Shahdara (Delhi)-Saharanpur Light (2′ 6″)	93·02		
		223·78	
(xx) Unassisted companies' lines—			
Tarakeshwar-Magra Light (2′ 6″)	...	33·27	
(xxi) Native State lines—			
A. Worked by Native States—			
Cutch (2′ 6″)	11·67		
Dholpur-Bari (2′ 6″)	19·25		
		30·92	
B. Worked by companies—			
Gaekwar's Dabhoi (2′ 6″) (*e*)	94·48		
Gwalior Light (2′ 0″) (*e*)	183·53		
Mourbhanj (2′ 6″) (*a*)	32·41		
Parlakimedi Light (2′ 6″) (*a*)	24·62		
Rajpipla (2′ 6″) (*e*)	37·37		
		372·41	
C. Worked by State railway agency—			
Cooch Behar (2′ 6″) (*f*)	...	33·60	
Total 2′ 6″ and 2′ 0″ gauges	...	...	1,505·78
Total mileage open of all railways on the 31st March 1908	...	...	†30,286·65

(*a*) Worked by the Bengal-Nagpur Railway Company.
(*b*) Worked by the South Indian Railway Company.
(*c*) Worked by the Great Indian Peninsula Railway Company.
(*d*) Worked by the Rohilkund and Kumaon Railway Company.
(*e*) Worked by the Bombay, Baroda and Central India Railway Company.
(*f*) Worked by the Eastern Bengal State railway.
* Correction of mileage.
† Made up as follows:—

Open at the commencement of 1907-1908	29,303·37
Add—	
Open during 1907-1908	985·16
Net increase due to minor corrections of mileage	5·36
	30,293·89
Deduct—	
Forbesganj-Debiganj section of the Eastern Bengal State railway abandoned	7·24
	30,286·65

APPENDIX 40—*contd.*

And the mileage under construction or sanctioned for construction on the 31st March 1908 will therefore be 2,457·16 miles, made up as follows:—

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
North Western—				
Kacha Garbi to mile 22·40	*22·40			
Lodhran to Khanewal	56·59			
Shorkot Road to Chichoki	130·65			
		209·64		
Oudh and Rohilkhand—				
Balamau to Sitapur (*a*)	37·12			
Rosa to Sitapur (*a*)	51·36			
		88·48		
			298·12	
(ii) State lines worked by companies—				
Bengal-Nagpur—				
Branch line near Khanoodih	* 1·97			
Kandri Branch	2·53			
Sini to Gurumaishini (*a*)	44·00			
Vizianagram to Raipur (*b*)	310·62			
		359·12		
East Indian—				
Dhulian to Katwa	81·79			
Bhagalpur to Bausi	31·04			
Borachuk to Sodepur	4·50			
Chord line between the East Indian and Oudh and Rohilkhand State railway near Moghal Sarai	1·19			
Ghat line to Dhulian	1·06			
Ghat line to Sajimpara	2·50			
Hooghly to Katwa	65·20			
Mile 170$\frac{3}{5}$ from Howrah on the Jharia branch to Chandore	4·16			
Toposi to Baraboni	9·31			
		200·75		
Great Indian Peninsula—				
Kurla to Mazagaon	*6·83			
Mahim link	1·32			
		8·15		
Nagda-Muttra—				
Kotah to Muttra	...	199·96		
Salem-Attur (*a*)	...	36·06		
			804·04	
Total 5′ 6″ gauge	...	...	...	1,102·16
3′ 3$\frac{3}{8}$″ gauge—				
(iii) State lines worked by the State—				
Eastern Bengal—				
Forbesganj to the Nepal Frontier	7·40			
Katihar to Godagari	105·00			
Kokrajhar to the Brahmaputra river opposite Gauhati	*112·93			
			225·33	
Carried over	...	...	225·33	1,102·16

(*a*) Commencement of work not authorized.

(*b*) Commencement of work on the Parvatipuram-Raipur section deferred.

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	...	225·33	1,102·16
3′ 3⅜″ gauge—concld.				
(iv) State lines worked by companies—				
Assam-Bengal—				
Akhaura to Ashuganj . .	*19·32			
Kalaura to the Khooseara river	16·00			
		35·32		
Burma—				
Neikban to Begayet . .	66·25			
Thamaing to Malagaon . .	6·70			
		72·95		
Burma extension—				
Danbi to Kyangin . .	...	5216		
Dhone-Kurnool . . .	...	32·00		
Nilgiri—				
Coonoor to Ootacamund .	...	11·75		
South Indian—				
Portion of the Rameswaram extension	3·17			
Rameswaram to Danishkodi .	11·30			
Tangachimadam to Port Amphill	1·71			
Tiruppachettai to Sivagunga .	9·00			
		25·18		
			229·36	
(v) Assisted companies' lines—				
A. Subsidized by Local Governments—				
Dibru-Sadiya—				
Talap to Saikhoa Ghat . .	...	...	8·52	
B. Receiving land only from Government—				
Bengal and North-Western—				
Benares to Jhoosi . . .	72·58			
Burhwal to Sitapur . . .	59·79			
Madho Singh to the Ganges river opposite Mirzapur . .	10·30			
		142·67		
Mirpur Khas-Jhudo . . .	...	48·00		
			190·67	
(vi) Native State lines—				
A. Worked by Native States—				
Bikaner—				
Seyangarh to Hissar . .	...	135·68		
Jodhpur—				
Degana to Seyangarh . .	...	61·35		
			197·03	
B. Worked by companies—				
Gaekwar's Mehsana—				
Chanasma to Bechraji . .	16·74			
Kheralu to Dabhora . . .	7·73			
Manund Road to Harij . .	21·37			
			45·84	
Total 3′ 3⅜″ gauge .	...	...	...	893·75
Carried over .	...	...	...	1,998·91

* Correction of mileage.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	...	...	...	1,998·91
2′ 6″ and 2′ 0″ gauges—				
(vii) State lines worked by the State—				
Jullundur-Kapurthala-Sultanpur (*British section*) (*a*)—				
Jullundur to the British frontier .	...	...	6·80	
(viii) State lines worked by companies—				
Gondia-Chanda (2′ 6″)—				
Gondia to Chanda . .	148·65			
Nagbhir to Nagpur . .	63·75			
		212·40		
Jubbulpore-Gondia extension (2′ 6″)—				
Nainpur to Mandla . .	...	*26·32		
			238·72	
(ix) Assisted companies' lines—				
A. Subsidized by District Boards—				
Baraset-Basirhat Light (2′ 0″)—				
Basirhat to Hosanabad . .	...	8·50		
Howrah-Amta Light (2′ 0″)—				
Autpur to Champadanga (*b*) .	9·00			
Autpur to Rajbulhat (*b*) . .	3·50			
		12·50		
			21·00	
B. Receiving land only from Government—				
Dwara-Therria Light (2′ 6″)—				
Dwara to Maolong (*c*) . .	13·50			
Maolong to Therria Ghat (*b*) .	6·00			
		19·50		
Shahdara (Delhi)-Saharanpur Light (2′ 6″)—				
Baraut to Meerut (*b*) . .	...	30·00		
			49·50	
(x) Native State lines—				
A. Worked by Native States—				
Cutch (2′ 6″)—				
Anjar to Bhuj . . .	...	...	27·38	
B. Worked by companies—				
Kosamba-Zankavav (2′ 6″) . .	...	26·44		
Gwalior Light (2′ 0″)—				
Sabalgarh to Shiupur . .	...	66·39		
			92·83	
C. Worked by State railway agency—				
Jullundur-Kapurthala-Sultanpur (*Native State section*)—				
Sultanpur to the British frontier (*a*)	...	...	22·02	
Total 2′ 6″ and 2′ 0″ gauges .	...	...	...	458·25
Total of all railways under construction or sanctioned for construction on the 31st March 1908.	...	...	...	2,457·16

(*a*) Commencement of work not authorized and question of gauge not finally settled.

(*b*) Commencement of work not authorized.

(*c*) Completion deferred.

* Correction of mileage.

APPENDIX 40—*contd.*

Making a grand total of railways completed and in hand at the commencement of 1908-09 . . . . . *32,743·81

And showing, after allowing for lines abandoned and corrections of mileage, an advance on the previous year of miles . 290·62

It is expected that the following lengths of unfinished line will be opened for public traffic in 1908-09 :—

	Miles.	Miles.	Miles.	Miles.
(1)	(2)	(3)	(4)	(5)
5′ 6″ gauge—				
(i) State lines worked by the State—				
North Western—				
Lodhran to Khanewal . . .	.....	...	56·59	
(ii) State lines worked by companies—				
Bengal-Nagpur—				
Vizianagram to Parvatipuram .	.....	48·50		
East Indian—				
Toposi to mile 2·50 . . .	.....	2·50		
Great Indian Peninsula—				
Kurla to Mazagaon . . .	6·83			
Mahim link	1·32			
Nagda-Muttra—		8·15		
Kotah to Muttra	.....	199·96		
			259·11	
Total 5′ 6″ gauge .	.....	...	...	315·70
3′ 3⅜″ gauge—				
(iii) State lines worked by the State—				
Eastern Bengal—				
Forbesganj to the Nepal frontier .	7·40			
Katihar to Godagari . . .	105·00			
Kokrajhar to the Brahmaputra river opposite Gauhati .	112·93			
			225·33	
(iv) State lines worked by companies—				
Assam-Bengal—				
Akhaura to Ashuganj . . .	.....	19·32		
Burma extensions—				
Danbi to Kyangin . . .	.....	52·16		
Dhone-Kurnool	.....	32·00		
Nilgiri—				
Coonoor to Fern Hill . .	.....	11·00		
			114·48	
Total 3′ 3⅜″ gauge .	.....	...	...	339·81
Carried over .	.....	...	...	655·51

* Made up as follows :—

Completed and in hand at the beginning of 1907-08		32,453·19
Add—		
Sanctioned during 1907-08		301·57
Net increase due to minor corrections of mileage		2·11
		32,756·87
Deduct—		
Forbesganj-Debiganj section of the Eastern Bengal State railway abandoned	7·24	
Decrease in the mileage of the Mandla branch of the Bengal-Nagpur railway	5·82	
		13·06
		32,743·81

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	.....	...	...	655·51
2′ 6″ and 2′ 0″ gauges—				
(v) State lines worked by companies—				
Gondia-Chanda (2′ 6″)—				
Gondia to Nagpur . . .	.....	145·75		
Jubbulpore-Gondia extension (2′ 6″)—				
Nainpur to Mandla . . .	.....	26·32		
(iv) Native State lines—			172·07	
A. Worked by Native States—				
Cutch (2′ 6″)—				
Anjar to Bhuj	.....	...	27·38	
B. Worked by companies—				
Gwalior Light (2′ 0″)—				
Sabalgarh to Shiupur . . .	.....	...	66·39	
Total 2′ 6″ and 2′ 0″ gauges .	.....	...	...	265·84
Total .	.....	...	...	921·35

Leaving the undermentioned lines for completion in 1909-10 or later.

	Miles.	Miles.	Miles.	Miles.
5′ 6″ gauge—				
(i) State lines worked by the State—				
North Western—				
Kacha Garhi to mile 22·40 .	22·40			
Shorkot Road to Chichoki . .	130·65			
		153·05		
Oudh and Rohilkhand—				
Balamau to Sitapur (*a*) . . .	37·12			
Rosa to Sitapur (*a*) . . .	51·36			
		88·48		
			241·53	
(ii) State lines worked by companies—				
Bengal-Nagpur—				
Branch line near Khanoodih .	1·97			
Kandri Branch	2·53			
Sini to Gurumaishini (*a*) . .	44·00			
Parvatipuram to Raipur (*b*) .	262·12			
		310·62		
East Indian—				
Dhulian to Katwa . . .	81·79			
Bhagalpur to Bausi . . .	31·04			
Borachuk to Sodepur . . .	4·50			
Chord line between the East Indian and Oudh and Rohilkhand State railways near Moghal Sarai .	1·19			
Ghat line to Dhulian . . .	1·06			
Ghat line to Sajimpara . .	2·50			
Hooghly to Katwa	65·20			
Mile 170¾ from Howrah on the Jharia branch to Chandore .	4·16			
Mile 2·50 to Baraboni . .	6·81			
		198·25		
Salem-Attur (*a*)	.....	36·06		
			544·93	
Total 5′ 6″ gauge .	.....	...	...	786·46
Carried over .	.....	...	...	786·46

(*a*) Commencement of work not authorized.
(*b*) Commencement of work deferred.

APPENDIX 40—*contd.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward	.....	...	...	786·46
3' 3⅜" gauge—				
(iii) State lines worked by companies—				
Assam-Bengal—				
Kalaura to the Khooseara river	.....	16·00		
Burma—				
Neikban to Begayet	66·25			
Thamaing to Malagaon	6·70			
		72·95		
Nilgiri—				
Fern Hill to Ootacamund	.....	0·75		
South Indian—				
Portion of the Rameswaram extension	3·17			
Rameswaram to Danishkodi	11·30			
Tangachimadam to Port Ampthill	1·71			
Tiruppachettai to Sivagunga	9·00			
		25·18		
			114·88	
(iv) Assisted companies' lines—				
A. Subsidized by Local Governments—				
Dibru-Sadiya—				
Talap to Saikhoa Ghat	.....	...	8·52	
B. Receiving land only from Government—				
Bengal and North-Western—				
Benares to Jhoosi	72·58			
Burhwal to Sitapur	59·79			
Madho Singh to the Ganges River opposite Mirzapur	10·30			
		142·67		
Mirpur Khas-Jhudo	.....	48·00		
			190·67	
(v) Native State lines—				
A. Worked by Native States—				
Bikaner—				
Seyangarh to Hissar	.....	135·68		
Jodhpur—				
Degana to Seyangarh	.....	61·35		
			197·03	
B. Worked by companies—				
Gaekwar's Mehsana—				
Chanasma to Bechraji	16·74			
Kheralu to Dabhora	7·73			
Manund Road to Harij	21·37			
			45·84	
Total 3' 3⅜" gauge	.....	...	...	556·94
Carried over	.....	...	...	1,343·40

APPENDIX 40—*concld.*

(1)	Miles. (2)	Miles. (3)	Miles. (4)	Miles. (5)
Brought forward .	.....	...	...	1,343·40
2′ 6″ and 2′ 0″ gauges—				
(vi) State lines worked by the State—				
Jullundur-Kapurthala-Sultanpur (*British section*) (*a*)—				
Jullundur to the British frontier .	.....	...	6·80	
(vii) State lines worked by companies—				
Gondia-Chanda (2′ 6″)				
Nagbhir to Chanda . . .	.....	...	66·65	
(viii) Assisted companies' lines—				
A. Subsidized by District Boards—				
Baraset-Basirhat Light (2′ 6″)—				
Basirhat to Hosanabad . . .	.....	8·50		
Howrah-Amta Light (2′ 0″)—				
Autpur to Champadanga (*b*) .	9·00			
Autpur to Rajbulhat (*b*) . .	3·50			
		12·50		
			21·00	
B. Receiving land only from Government—				
Dwara-Therria Light (2′ 6″)—				
Dwara to Maolong (*c*) . . .	13·50			
Maolong to Therria Ghat (*b*) .	6·00			
		19·50		
Shahdara (Delhi)-Saharanpur Light (2′ 6″)—				
Baraut to Meerut (*b*) . .	.....	30·00		
			49·50	
(ix) Native State lines—				
A. Worked by companies—				
Kosamba-Zankavav (2′ 6″) . .	.....	...	26·44	
C. Worked by State railway agency—				
Jullundur-Kapurthala-Sultanpur (*Native State section*)—				
Sultanpur to the British frontier (*a*)	.....	...	22·02	
Total 2′ 6″ and 2′ 0″ gauges .	.....	...	...	192·41
Total .	.....	...	...	1,535·81

(*a*) Commencement of work not authorized and question of gauge not finally settled.

(*b*) Commencement of work not authorized.

(*c*) Completion deferred.

APPENDIX 41.

No. 514 R. C.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

Simla, the 17th April 1896.

Terms on which the Government of India are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.

Read—

Public Works Department resolution No. 924 R.C., dated 15th September 1893.

Public Works Department resolution dated 29th March 1895.

OBSERVATIONS.—Many of the applications made under the above resolutions show that the terms for the construction of branch or feeder lines of railway have not been fully understood.

The Government of India have accordingly resolved to cancel the previous resolutions above quoted upon this subject, and to issue a fresh resolution embodying a summary of the concessions which (the previous assent of any railway company concerned having been first obtained) they are now prepared to give for the construction of branch or feeder railways, such concessions being usually confined to lines not exceeding 100 miles in length.

2. It should be clearly understood that these concessions are not applicable to the larger or more important railways or to mountain branches, for which separate negotiations are in all cases necessary.

RESOLUTION.—Branch lines forming feeders, whether to State lines worked by the State or to railways worked by companies, will ordinarily be made by the main line administrations who shall have a prior right to construct them.

The Government of India will, from time to time, publish a list of branch lines for the construction of which they are prepared to receive tenders.

They will consider and dispose of any application for the inclusion in the said list of any other line which can properly be described as a branch or feeder line, and which does not, except in special circumstances, exceed 100 miles in length.

2. Proposals for the construction of branch lines under this resolution must conform to the following terms and conditions :—

(i) Applicants must satisfy the Government that they are in a position to command substantial financial support.

(ii) The gauge to be adopted must be approved by the Government in each case.

(iii) The proposed railway shall be subject to the provisions of all Acts of the Legislature applicable to Indian railways.

(iv) The proposed railway shall be built in accordance with the fixed and moving dimensions for the time being prescribed by the Governor General in Council, and on plans and estimates that have been approved by that authority. The route of the line, the situation of stations, and other similar details shall be subject to approval by the Government.

APPENDIX 41—*contd.*

(v) The line, while under construction, shall be inspected when and so often as an inspecting officer appointed for that purpose by the Government may consider desirable with a view to ensure the construction of the line up to the standard agreed upon.

(vi) Inasmuch as these railways are chiefly required for the development of country hitherto deficient in means of communication, and the anticipated profits may not therefore at once be fully realised, the Government of India are prepared to give financial assistance as set forth below. Proposals for financial concessions may be made in one or other of the following alternative forms:—

(*a*) It may be stipulated that, after the opening of the railway for traffic, the Government shall guarantee out of the revenues of India a fixed yearly minimum dividend in rupees on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, with such share of the surplus net profits as may be agreed upon. The minimum dividend to be guaranteed in each particular case will depend upon consideration of the circumstances, but for the present no offer will be entertained that requires a guarantee exceeding 3 per cent.; or

Under (*a*) the company will receive an absolute guarantee of interest at a rate not exceeding 3 per cent. and a higher return if the net earnings of the branch are sufficient to pay more than the guaranteed dividend.

(*b*) It may be provided that a payment be made to the branch company by the main line to the extent necessary, together with the branch company's share of branch earnings [see section (6) of paragraph 3] to give the branch company a dividend of 3½ per cent. per annum on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, provided always that the payment so made to the branch company shall in no case exceed the net earnings of the main line from traffic interchanged with the branch. This rebate will be granted from the first earnings of revenue by the branch, such payment being calculated at the close of the year, payments on account, however, subject to adjustment, being permissible at the close of the first-half of each year. The net earnings of the main line from traffic interchanged with the branch are assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole system including the branch bear to the gross earnings thereof. If the net earnings of the branch line equal or exceed 3½ per cent. on the actual expenditure as above, the whole of such earnings will go to the branch company.

Under (*b*) the company will receive a dividend of 3½ per cent. provided that the amount of the net earnings from local and interchanged traffic be sufficient, and a higher return if the net earnings of the branch from its own traffic be sufficient to pay a higher dividend.

In either of the above cases, (*a*) or (*b*), if the capital is raised in sterling the capital to be entered in rupees in the company's books in India shall be the actual amount realised in rupees from time to time by the several remittances of funds to provide for expenditure in India, together with the sterling outlay from time to time in England converted into rupees at the average rate of exchange obtained by the Secretary of State for his remittances during the half-year preceding that in which the outlay shall have been incurred, and the capital expenditure in rupees on which the interest is from time to time to be calculated for the purposes of the guarantee or rebate, as the case may be, shall be the total outlay whether in India or England up to any such time as thereto charged.

(vii) The general character of the supervision and control that will be exercised by the Government over the branch railway, apart from

APPENDIX 41—*contd.*

the provisions of the Railways Acts and the preceding provisions of this resolution, shall be as follows:—

(*a*) No capital expenditure by the branch railway company will be allowed as between the Secretary of State and the company unless the prior sanction of the Secretary of State shall have been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Secretary of State or to borrow money except within a fixed limit and on specified conditions.

(*b*) The branch railway company, if required, shall keep capital accounts and statistics in forms approved by the Secretary of State; and shall render, free of cost, all accounts and statistics required by the Government. The accounts and books will be subject to audit on behalf of Government.

(viii) Funds for the execution of new works, properly chargeable to capital, found necessary after the branch railway has been opened to public traffic shall be provided by the branch railway company. Such works and their cost shall be agreed upon between the branch railway company and the main line administration before they are put in hand. In the event of any difference of opinion arising between the branch railway company and the main line administration as to the necessity for and the cost of any new work, the matter shall be referred to the Director of Railway Construction as arbitrator, and his decision shall be final.

(ix) The rates and arrangements in force on State railways in the matter of services rendered to all departments of the State shall apply.

3. The following are the principal additional concessions admissible for branch or feeder railways for the construction of which tenders may be invited:—

(1) The Secretary of State for India in Council, or the Government of India, respectively, will permit the charge of interest, at a rate to be agreed upon in each case, during construction to the capital account of the railway under the terms of the Indian Railways Act of 1894 (57 and 58 Vict., chapter 12), or the Indian Railway Companies Act, X of 1895.

(2) The land required for the construction of the branch railway will be provided free of cost. Such grant shall not include land required for quarrying, ballast, brickfields and kindred purposes.

(3) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the usual charges for such works.

(4) The results of existing surveys will be made available free of charge. When desired, fresh surveys will be made by the Public Works Department* of the Government of India of any branch railway on the applicants depositing the estimated cost thereof in a Government Treasury, on the understanding that no preferential claim to a concession is thereby established. If permission be eventually given for the construction of the line the actual cost of all such surveys, as well as of those made at the cost of Government, may be included in the capital cost of the railway. No responsibility will be accepted by Government for the accuracy of any survey, plan, estimate, or other information supplied.

(5) The branch railway may be constructed by the main line administration, and will be maintained and worked by that administration, during the full currency of the contract to be entered into for the purpose, at a fixed ratio of expenses to earnings in each half-year. The ratio will, when the branch railway is of the same gauge as that of the working railway, usually be that obtaining on the whole system as from time to time existing,

* These will now be made by the Railway Board.

APPENDIX 41—*contd.*

including the branch railways, but will not exceed 50 per cent. of the gross earnings of the branch from all sources, and will be inclusive of charges for the use of the main line rolling-stock.

(6) Such expenses on account of the Board of Direction of the branch line railway company as may be incurred with the sanction of the Secretary may be charged—

(*a*) during construction to the capital account of the branch line company;

(*b*) after opening, and until the minimum dividend under paragraph 2 (vi) (*a*) or (*b*) is received by the branch line company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working railway; and

(*c*) thereafter out of the general receipts of the branch line company.

(7) Railway materials for the branch railway will be carried over State lines at the special rates prescribed for such materials belonging to State railways.

4. The Government of India reserve the right to purchase all such branch railways at the expiry of 21 years or at subsequent intervals of 10 years on 12 months' notice, the purchase price being 25 times the yearly average net earnings, not including rebate payments of the three years preceding the purchase, with a maximum price of 120 and a minimum of 100 per cent. of cost price on a rupee basis.

5. The Government also reserve—

(i) the right to fix and vary from time to time the classification of goods, and maximum and minimum rates for each class of goods, as well as of passengers; and

(ii) a general control in respect to the number and timing of trains.

6. Applications for concessions to construct branch railways under the terms of this resolution should be submitted in the form prescribed by Memorandum A hereto attached, to the address of the Secretary to the Government of India, Public Works Department*.

7. Applications for fresh surveys to be carried out on the terms detailed in condition 3 (4) above should be submitted in the manner prescribed by Memorandum B hereto attached, to the address of the Secretary to the Government of India, Public Works Department*.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Resident in Mysore
The Agents to the Governor General in Central India, Rajputana and Baluchistan.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.
The Accountant General, Public Works Department.

ORDER.—Ordered that this resolution be forwarded for information to the Local Governments and Administrations and to the Officers marginally noted.

Also that it be published for general information in the *Gazette of India*.

W. S. S. BISSET, *Col., R. E.,*
Secretary to the Government of India.

Documents accompanying.

Enclosure No. 1.—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendices A, B and C.

Enclosure No. 2.—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway at their expense by the Public Works Department.†

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* Such applications should now be addressed to the Railway Board.

† These will now be carried out by the Railway Board.

APPENDIX 41—*contd.*

Enclosure No. 1 (with Form A and Appendices A, B and C) to Government of India resolution No. 514 R. C. of 1896.

MEMORANDUM A.

For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by the State or to railways worked by companies.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.*

2. All such applications shall be printed, and shall be drawn up, as far as may be, in form A attached hereto, and shall specify—

(*a*) the company, person or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) the motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing railway administration under which the proposed line, when constructed, is to be leased out for working by such railway administration, the exact nature and terms of such agreement;

(*h*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Lists will be published from time to time of the branch railways forming feeders, whether to State lines worked by the State or to railways worked by companies, for the construction of which the Government of India are prepared to receive tenders. Copies of such lists can be obtained on application addressed to the Secretary to the Government of India, Public Works Department.*

6. Upon written application to the Director of Railway Construction permission will also be accorded to inspect, at all reasonable hours, the detailed plans, sections and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch railways, the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections, and estimates will be furnished on payment of the cost of copying.

7. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

* Such applications should now be addressed to the Railway Board.

APPENDIX 41—*contd.*

Form A.

To accompany all applications for leave to construct a branch or feeder railway in any part of British India.

	Nature of particulars to be specified.	Particulars.
1	The name of the company, person, or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	*Reference to an appendix* (vide *appendix A*) *may be here given, if necessary.*
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	*Reference to an appendix* (vide *appendix B*) *may be here given, if necessary.*
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing railway administration.	*Reference to an appendix* (vide *appendix C*) *may be here given, if necessary.*
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX 41—*contd.*

Appendix A.

Alignment of proposed branch railway.

From_____to_____

Principal towns and districts or provinces through which the projected railway will pass.

Towns.	Districts or provinces.

APPENDIX 41—*cont d.*

Appendix B.

Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger fares—		
1st class	...	...
2nd class	...	...
Intermediate class	...	...
3rd or lowest class	...	...
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Luggage	...	...
	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriage	...	...
	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck . . .	...	...
	Maximum Pies per mile.	Minimum. Pies per mile.
Horses—		
Single horse	...	...
	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	...	...
	First 100 miles. Annas.	Every additional 100 miles. Annas.
Parcels—		
Not exceeding 5 seers or 1 cubic foot . . .	...	...
„ „ 10 „ 2 cubic feet . . .	...	
„ „ 20 „ 4 „ „ . . .	...	...
„ „ 30 „ 6 „ „ . . .	...	...
„ „ 40 „ 8 „ „ . . .	...	...
For every additional 10 seers or 2 cubic feet or portion of 10 seers or 2 cubic feet	...	...
	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	...	...
4th „	...	...
3rd „	...	...
2nd „	...	...
1st „	...	...
Coal, edible grain, and other low-priced staples to be carried at special rates	...	...

APPENDIX 41—*contd.*

Appendix C.

Working of proposed branch railway.

No agreement has yet been arranged with any existing railway administration under which the projected branch railway is to be worked; but when completed, it is proposed to offer the working to the_____Railway Company on the following terms :—

(i)_____

(ii)_____

(iii), etc.,_____

APPENDIX 41—*contd.*

Or

It has been provisionally arranged with the_____Railway Company to work the projected branch railway, when completed, on the following terms :—

(*i*)_____

(ii)_____

(iii), etc.,_____

APPENDIX 41—*concld.*

Enclosure No. 2 to Government of India resolution No. 514 R. C. of 1896.

MEMORANDUM B.

For the guidance of persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at their expense by the Public Works Department*.

1. All applications for the survey of proposed branch or feeder railway routes in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.†

2. All such applications shall specify—

(*a*) the company, persons, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing railway administration, the nature of the contemplated agreement shall be specified.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show its general course and direction.

4. If the detailed plans and estimates are submitted to Government, these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Upon written application to the Director of Railway Construction permission will also be accorded to inspect at all reasonable hours the detailed plans, sections, and estimates, at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch or feeder railways the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

* These will now be carried out by the Railway Board.
† Such applications should now be addressed to the Railway Board.

INDIAN RAILWAYS.

Diagram showing for each year the totals up to 31st December 1907 for Capital outlay, Gross earnings, Working expenses, and length in Miles open, also percentage of Net earnings on Capital outlay and percentage of Working expenses to Gross earnings.

Note.

The figures on this scale represent lakhs for the Capital outlay, tens of thousands, for Gross earnings and Working expenses and Miles for length, upon the basis of percentage of Net earnings on Capital outlay, and percentage of Working expenses to Gross earnings, each square depicting one and two per cent. respectively.

The "total Capital outlay" is that on all Indian railways, viz., (i) open and partly open, (ii) on lines wholly under construction, and (iii) on miscellaneous items; while for the purpose of the "percentage of Net earnings on Capital outlay", (i) alone is included.

The decrease in the Total Capital outlay in 1903 is due to revision of the outlay hitherto adopted for lines purchased by the State from Guaranteed Railway Companies.

Litho. & I. D. Calcutta.

INDIA
SHOWING RAILWAYS
Open and under construction on 31-3-08
and
Lines projected up to 31-12-07
REFERENCE
JHARIA & RANIGUNGE COAL FIELDS.
BOMBAY.
CALCUTTA
MADRAS
CAWNPORE JN.
CITY
CANTONMENT
INDIAN OCEAN

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on 01 February, 2020